History of Emerson

Featuring historical sketches
of surrounding districts

HC
H 673

597038
23 II 64

Preface

In 1928, the Women's Institute of Emerson appointed a committee of Mrs. Frank Bell, Mrs. S. R. Reed, Mrs. M. Wallace and Mrs. Masterton to gather stories of pioneer people and to compile the early history of Emerson. The committee was assisted by Mrs. W. G. Forrester who arranged and composed the historical material that had been accumulated.

In 1949, Wm. Carlson, editor and publisher of the Emerson Journal, read the original type-written manuscript and offered to publish it if certain changes could be made and the history brought up to date. Mrs. Masterton, one of the original committee, and Mr. Carlson have co-operatively compiled and edited the following "History of Emerson" including historical sketches of surrounding districts, and bear responsibility for any of its shortcomings.

Acknowledgment

We are deeply indebted to those who have contributed information, articles, etc. We are grateful for this help, which has facilitated the production of the history and express our sincere thanks to — The Daily Province, Vancouver; The Canadian Weekly Editor, Vancouver; The Free Press, Winnipeg; The Tribune, Winnipeg; the editor of the H. B. Co.'s "Beaver Magazine," Winnipeg; Mrs. Molly McFadden Banks, Winnipeg; Mrs. W. G. Forrester, Emerson; Mrs. D. A. Landrum, Ridgeville; Mr. Warren Griffith, St. Vincent; Senator Arthur Beaubien and all others who may have been of help in any way.

— The Editors

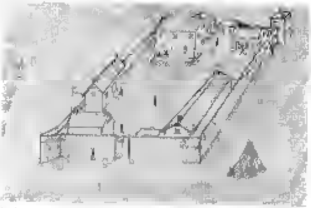
Historical Sketch of the District

In the year 1850, the Hudson Bay Co. built a trading post just inside the Canadian boundary line called North Fort Pembina. The name was taken from a similar post formerly situated on the north bank of the Pembina River at its junction with the Red. The original fort had been built by the North West Fur Trading Co. in 1800 but in 1821 after the amalgamation of the North West and Hudson Bay Companies, it became an H.B. Co. post. Since the boundary had been surveyed in 1818, the "Company" planned to move all such posts in to Canada.

In 1870 at the close of the Red River Rebellion, No. 1 Company of the Ontario Rifles under Capt. Cook was ordered for outpost duty at the border. The men embarked on the "International" a stern wheeler built by the Hudson Bay Co. in the '60's for Red River freight and passenger service, and landed where they were sure they were still in Canadian territory at the site on which Fort Dufferin was later built. The troops camped there from September until November when the cold drove them into the H. B. Co. post at North Fort Pembina, where Mr. Watt was chief trader and Mr. Scott his clerk. Mr. Jos. Tennant, bugler of the company who later became a pioneer settler on the west side of the river, tells stories of their experiences in his book "Rough Times"—how a prairie fire threatened their camp and how the arrival of two sturdy young travellers Richard Powers, later Chief of Police in Winnipeg, and W.F. Leslie afterwards assistant to Mr. Bradley the first customs officer in Emerson, caused much excitement. Tobogganing and snowshoeing were popular sports and visiting back and forth with the garrison at Fort Pembina, Dakota, was indulged in freely. Mr. Tennant tells stories of members of the company well known to Emerson old-timers. Wm. Mills, early customs officer was adept on snowshoes, Mr. Wm. Nash organized the local militia in the late '70's, and Wm. McClee and was a pioneer farmer on the Marais. The company was discharged in the spring of '71.

In the fall of 1871 Fenians attacked the H.B.Co. post, imprisoning the factor and his clerk and scattering the contents of the store. Col. Wheaton of Fort Pembina, Dakota, heard of the Fenians and intercepted them. They were taken as prisoners to Fort Pembina & the scattered stores were replaced. The raid caused fresh anxiety in the east and a second expedition was despatched from Kingston via the Dawson Trail to Fort Garry. Once again troops occupied the post at North Fort Pembina. Mr. George Allen was a member of this company and has recorded his personal experiences. The company stayed until the arrival of the Boundary Commission party in the spring of '72 under Capt. Cameron, who had accompanied Governor McDougall in his attempt to enter Manitoba in '69. Dufferin was built as headquarters for the Commission. Due to Indian trouble, the boundary survey parties were protected by United States infantry and cavalry. The government sent a farmer, M. Colton [illegible], to these crops, grains for stock feed and the project was successful until the grasshopper plague of '75. The boundary survey was completed in 1873 and stock and stores were sold and some barns torn down. A drove of 60 head of stout ponies was kept to be fed until the spring of '74 to be used by the N.W.M.P. who assembled at Fort Dufferin in the early summer of '74 before their long trek westward to Fort Walsh, Saskatchewan.

As the boundary commission was finishing its work the Emerson Colonization Party arrived led by Messrs. T. Carney and W.N. Fairbanks. In 1873, these gentlemen had interviewed the Manitoba government and had arranged to get a grant of 640 acres of land under an agreement to bring in 10,000 settlers. In the spring of 1874, the first party arrived with tents and building materials. The framed deeds to this property may be still be seen hanging in the Town Hall. In 1878, a customs office had opened near the H.B.Co. post with W. Bradley as chief officer. The post office had been called West Lynne. There was no settlement as yet, but as soon as the Carney - Fairbanks party arrived, a ferry boat was put on the river and a Dominion Land Titles office established near Emerson, the new townsite. By the summer of 1875 the population was 100, during 1879 1000 and in 1881 it had grown to 2806, with 186 pupils and three teachers at school. In 1879 the incorporation of the town was planned and the subsequent petition was headed by the names of Harper McKechnie and J.N. Noble, followed by 112 other names. F. S. Burnham was the first returning officer. Legal work in obtaining



A sketch of the Hudson Bay Co. post of North Fort Pembina in West Lynne from the book "Rough Times" written by Jas. Thompson bugler in the first expeditionary force sent to Red River the charter cost $75. The town plan covered 340 acres, 200 of which were originally owned by Mr. Hill Nash and 140 by Messrs. Carney and Fairbanks. In 1879, the Hudson Bay Co. laid out a townsite of West Lynne and in 1883 the thriving place was granted a charter. The petition, headed by W. Mills and M.B. Robertson, was signed by 100 others. First returning officer was the H.B.Co. factor, Mr. Duncan Matheson. In 1889 the two towns became one.

Business Development

Mr. Thomas Carney and Mr. W.N. Fairbanks both of Red Wing, Minn. were the founders of the Town of Emerson. Mr. Carney who wished to do some exploring in western Canada, was advised by James J. Hill, an American railroad magnate, to acquire land in the region soon to be penetrated by the railroad. Mr. Carney with the assistance of a friend W.N. Fairbanks, organized a colonization party to found a town just inside the Manitoba border on the east bank of the Red River.

Mr. Carney had been in the American army in the Indian wars and the Civil war. He was a land owner and engaged in lumbering and operated several saw mills.

Mr. Fairbanks, a lawyer by profession, was a cultured gentleman. He named the town, Emerson, in honor of his favorite author the essayist, Ralph Waldo Emerson.

Manitoba Free Press, March 24, 1874.

"The prospectus received in this office of the projected Fairbanks and Carney colony from the United States which was to take up 80,000 acres of land east of the Red River near the International border."

While in business in Emerson, Mr. Carney invented the cash register. Gold and silver only were used in those days and he felt the need of a machine to assist in handling coins and making change. In 1884, Mr. Carney left Emerson and eventually pooled his interests with those of the National Cash Register Co.

Mr. Fairbanks lost everything in the crash following the boom, but hopefully remained in Emerson until the early '90's, when he joined his wife and son in Winnipeg where Wm. J. had established himself in the real estate business.

The first hotel was erected by Mr. W.F. Hutchison, one of the Emerson party but who had preceded them in 1873. He brought the materials with him and although his hotel had a mud roof, the incoming colonists found food and shelter awaiting them. Mr. William Clark and his brother Hiram, slept there on beds made up on the floor in company with the proprietor and his wife. The place was enlarged and called the Emerson House in 1878. It was situated at the corner of Main and Dominion streets.

The first store in Emerson was owned by a man named Wilson and was on the present site of the post office building. George Parker, a cousin of Mrs. Wm. Clarke, also opened a store on Dominion St. On

Instructions from J.H. Ashdown, Enoch Winkler and Casper Killer established a general store north of the Hutchison House. It became known as the Mennonite Store, as Enoch Winkler could speak the language of the fast growing population of Mennonites taking up land west of Emerson along the post road. The Mennonites outfitted themselves at this store and hauled great quantities of supplies, both summer and winter. In a new country especially in bad weather the road was not always easy to follow and they marked their highway with posts. Thus, the Post Road one mile north of the boundary was named. The Ashdown Store soon became too small to handle the growing volume of business, necessitating the construction of a new store, where the Wilkie store had been. It was made of brick from Emerson's first brick yard in 1874. Theo. Hepper opened a small shoe and tailor shop. Evans and Mortimer established a good business in tailoring on Dominion Street. Mr Evans a Welsh man, was a musician of no mean order and under his leadership, Emerson soon boasted of a brass band. Two drug stores were operated by C. Flexon and I. Carman. The first baker was Mr. Brodie. In 1878 and '79, three other bakers arrived. Geo Stevenson advertised 12 loaves for $1.00. During May 1879, 2000 loaves of bread were sold in Emerson. Pembina citizens patronized bakeries and meat markets here with the duty on beef set at 3c per pound. The first baker's delivery wagon appeared on the streets of Emerson in April, 1879. Messrs. Carney and Chalmers had a store on Park St. in '79, but this was destroyed by fire. Mr. Wm. Clark told of helping to roll barrels of oil into the river to prevent the fire from spreading. Citizens watched the spectacle of 100 blazing barrels of oil floating down the river a mile. Although the $10,000 loss was covered by only $800, the store was rebuilt on the corner of Dominion St. and Winnipeg St., the same building as now occupied by Salem Root's furniture store. In 1878, Jerry Robinson built the brick store on Dominion St., now owned by Mr. H. Downwell. Mrs. Andy Robertson told of being able to buy the first kid gloves at Jerry Robinson's store. There were three stores selling boots and shoes only, owned by C.M. Alman, Mike Ryan, and H.J. Suffel. Suffel's store stood until its destruction by fire in 1940. In the year 1877-'78 Dominion Land Titles agent Geo. Newcombe sold 287,200 acres of land, an increase of 130,000 acres over the previous year. Mrs. Traynor had a millinery store on Main St. while Mrs. Burtell advertised flowers, feathers, colored kid gloves, neckties and the latest novelties for sale. Messrs. Lawrence and Curtis operated a furniture store and the latter was the district's piano tuner. Jewellery shops were owned by J. Fraser and G. H. Northgrave. In the late summer of 1878, a dilapidated box came floating down the river on which its occupant, Mr. Kerfoot, proceeded to carry on his business of photography. The scow, his "gallery" was used for a winter shack. Meantime Mr. Kerfoot had found warmer and more convenient quarters uptown. By 1878 there were two lumber yards, under the proprietorship of Enoch Winkler and J. McKechnie. In spite of a shortage of building materials, it is recorded that 14 business places, one grist mill, 7 dwellings and a church were constructed in two months of that year. There were three livery and feed stables, operated by Newton, Tennant and Tector, while each hotel had its own livery. Commercial travellers were known to have teams out for eight weeks at a stretch, transacting business for 200 miles westward. In 1879, a water cart plied a vigorous trade, supplying "cool" water from the turbid Red. A ferry boat was launched by J. Dunnet at the foot of Park St., and by 1879, there were five ferries operating along the river between Emerson and Fort Pembina. There were the usual accidents and mishaps. One day the cable on the Park St. ferry broke while there were three teams and several foot passengers on board. Someone swam to shore with a rope and eventually the craft was hauled in at Fort Dufferin, a mile downstream. Once, some miscreant cut the rope and wire was therefore used in the future.

No jail had been necessary in the earlier years, but in 1878, one was needed. Formerly drunk or disorderly Indians were lodged in Kenneth McRae's blacksmith shop. A contract was awarded for a building 18x20, made of oak timbers, and today it may be seen overgrown with Virginia Creeper in the back yard of the property on the north-east corner of Park and First streets. That particular lot has never been transferred to private ownership. The jail was known locally as "Hotel de Bell" as Jack Bell was the police officer at the time.

Before the town was incorporated, people banded together to have roads graded or sidewalks built, etc. Local subscription hired a night watchman. By 1880, the principal streets were graded and wooden sidewalks built.

In 1880, a private bank was opened on Main St. by R. Hepburn and H.L. Irwin. The following year the Merchant's Bank opened a branch in the new McKay block. In the spring of 1881 Robert Hamilton of Collingwood and John and Alex McArthur of Chatham established the Emerson Contracting Co. They were first class workmen, specializing in brick and stone work and plastering. A brick block on Dominion St. and a brick terrace of two homes on First St. were erected by F.E. Burnham. The present W.R. Forrester home was constructed by W.N. Fairbanks. Thomas Carney built a mammoth hotel on Park Street. The $15,000, three storey brick veneer structure had 60 sleeping rooms, office, sample rooms, reading rooms, bar, billiard room, dining room, kitchen, and several sitting rooms. Brick for the building was brought from Crookston. The hotel had 100 feet of frontage and was unsurpassed in the comfort and elegance of its arrangement by any hotel west of Toronto. Mr. Carney was a large property owner and his taxes amounted to $720. W.N. Fairbanks erected a three storey brick block block on Main St. with four stores on the ground floor, offices on the second and living quarters on the third. A second section of this block was built the following year, making the building one city block in length. Plate glass for the windows on the ground floor cost $1,500. Walton and Bird, hardware merchants, ordered the glass from England and supplied the hardware for the building. The second section was designed so that the two sections were linked with an imposing arched entrance. The second half of the block was not occupied until 1882, when the whole structure was bought from a loan company by a syndicate of Emerson businessmen, called the Alexandria Realty Co. The businessmen, with one accord moved into the stores and offices and soon had the living quarters tenanted. A disastrous fire in 1900 destroyed the larger part. Walton and Bird built a large brick store with offices upstairs in 18[illegible]. Another new building was built as a bank by Hepburn and Irwin between the Emerson House and the McKay block. It was red brick from Duluth trimmed with Lake Superior stone facings. It is still standing. A Mr. McKay of Montreal wished to invest in the new town and had the McKay block built in 1880. Today it too is still standing and is occupied. The town hall, another fine brick building, was built in 1881 at a cost of $12,000. It was destroyed by fire in 1917 and a new and more spacious town hall was erected in the reconstruction period of Emerson's history.

In 1880, a $30,000 traffic bridge was built at the foot of Park St. A great celebration took place to mark the event—the opening of the first bridge over the Red River. In three days, 275 pedestrians and 589 teams crossed over and business in Emerson increased perceptibly.

Property values increased steadily. In 1878, Thomas Carney sold a 66 ft. frontage on Dominion St. for $400. Two years later he rebought half of the same property and paid $700. Later Walton and Bird bought it for $3500.

Messrs. Carney and Rinehart built a $8,000 opera house on Park St., containing a stage, dressing rooms, gallery and auditorium. Seating capacity was 1,000, but later the proprietors added 110 easy chairs for the comfort of patrons. In 1894, Sir Wilfred Laurier addressed a large audience in this building.

There was an ever increasing demand for houses and as a consequence, Messrs. G. Waterworth, H. Fee, C. Purdy and E. Mills associated themselves under the name of the Emerson Building Co.

In short, the Henderson Directory of [illegible] lists 315 names of men earning a living in Emerson. There were 3 tinsmiths, nine carpenters, seven contractors, six painters, fifteen clerks, nine harness makers, two photographers, four gardeners, three jewellers, three druggists, two dentists, two doctors, one wagon maker, two surveyors, two musicians, four bakers, three tailors, two milliners, fifteen acknowledged speculators, and many other proprietors of hotels and shops and their clerks, etc. There were five good hotels in Emerson, the Anglo American, Emerson House, Gateway Hotel, Canada Pacific Hotel and the Carney House.

In Mr. Carney's appeal for the renewing of the railway charter in 1888 the facts concerning business in Emerson were plainly stated.

"We have established an Emerson wholesale trade with the country west of us in lumber, hardware, agricultural implements, groceries and general merchandise. We have four wholesale lumber yards, two milllion feet having been handled this year; five wholesale agricultural implement warehouses, four wholesale groceries. Besides all this, we have an extensive manufactory of implements and harvesters. If this railway is not put through, all the above would have to leave and seek a new place of operation."

Railway Facilities

In 1877 James Hill built a branch line from Breckenridge to St. Vincent. Mr. Hill, originally a Canadian from Guelph, Ontario, quarrelled with the C.P.R. with whom he had been employed, and went to the north western U.S.A. and built railroads to carry business and immigration from the east to western Canada and the United States ahead of the C.P.R. Capital for the local branch line was borrowed from Canadian and British financiers, in honor of whom stations such as Northcote, Stephen, Angus, etc. were named. It was called the Pembina branch of the St. Paul Pacific. In 1878, the C.P.R. constructed a line from the border at Emerson to St. Boniface and soon these lines were joined. The first regular train arrived at St. Boniface in December 1878 carrying twenty passengers. The single fare to Emerson was $3.20 and to St. Paul $20.50. Trains travelled at the rate of twenty-six miles per hour. In 1879 the depot and customs office were built. Mr. John Clancy of Ottawa was the first agent and the first telegram was transmitted over the wires on August 7, 1879. There had been a telegraph line on the west side terminating at the H.B. Post's post office, but it was often out of order. In 1879, a commercial telegraph office was located down town and Mr. Charles Maybee was operator. In a few years, Mr. Maybee became postmaster. Thus the telegraph office and post office were combined until the Alexandria block conflagration in 1906, when the post office was forced to move and the telegraph office was discontinued. At that time, Mr. R.H. McLean was postmaster and his daughter Bessie, was the last commercial down town operator.

In 1879 Emerson businessmen realized that the continued prosperity and further development of the town partially depended on a bridge across the Red and a railway line to serve the country between Emerson and the Pembina Mountains. Supplies and building material were being hauled from Emerson to that fast developing district and it was feared that the C.P.R. might take that trade when their line was built from the east to Winnipeg and thence into southwestern Manitoba. The ferries were a hindrance especially between seasons. It was for this reason, and the difficulty of crossing the river at times, that the town of West Lynne had sprung up. Ambitious and influential citizens organized a provisional committee and applied for a charter to build a railroad from Emerson to the Turtle Mountains. The provincial government granted the charter but the railway commission at Ottawa disallowed it, as the Dominion government had given the C.P.R. a monopoly before construction of the Fort William - Winnipeg line was begun, which had eliminated any chance of comp-

May 24, 1883 — A celebration was planned for this day described as the "Swan Song" of Emerson. 300 Indians from the reserves (there were two reserves in the vicinity, one near the Roseau Rapids) had a pow wow on Main St. A parade of floats, a half-mile long procession passed through West Lynne, Pembina, St. Vincent and back to Emerson. One spectacular float represented the chariot of the Sun God drawn by three horses, driven by a Greek God. This was 'standard time' only recently adopted by the nation. Another float was a miniature hotel on wheels with the bartender serving drinks as it passed along. A float boat complete with masts and sails, was manned by sailors singing choruses from the then popular "Pinafore."

1884 — The population dwindled from three to one thousand and in 1890 the town was declared bankrupt.

River Traffic

Many of our first families came to Emerson via the Red River both before and after the railroad was built. The "International", a H.B.Co. stern wheeler, and many free traders' boats operated along the river route. The first river vessel was the "Anson Northrup", afterwards the "Pioneer" brought by the H.B.Co. from the Mississippi in 1861. Competition led to amalgamation, and in 1875, the Red River Transportation Co. was formed which absorbed the two boats of the Merchant's line, the "Manitoba" and the "Minnesota", and later the "Selkirk", "Marquette", "Alpha", "Dakota", "North West", "Swallow" and the "Cheyenne". The river in those days said Mr. Geo. Allen, was narrower and deeper than in the 1950's and more constant in depth, permitting navigation for several months of the year.

On passenger boats, the fare from Emerson to Winnipeg was $2.50. Going down, the trip took 8 to 10 hours and the return trip upstream from 12 to 14 hours. Mr. Wm. Clark told of his coming to Emerson from Ottawa in 1875, the last part of the journey being on the "Old International" as the pioneers fondly called it. The boat was so crowded that a group of young men had to sleep on the deck. There was Tom Coulter whose son became mayor of Winnipeg, Mr. Stewart, whose daughter married Valentine Winkler, and the Dick brothers and Mr. Gunn bound for the Roseau and Ridge country. Mrs. Delaine told of the town men, who because of the uncertain time of arrival, waited for the boat and roused the people who had business to transact when the whistle of the boat was heard. It was a pleasure to meet the boat to see who were coming to make Emerson their home, and to judge the worth of the new-comers by the quality of their furniture and household effects. When the Guthries came in the spring of '78, they brought a parlor suite and organ and thus were assured of recognition. Mr. Geo. Allen told of meeting the boat the day Mrs. Wm. McClelland arrived, the first woman to come to this area from the east. These early Morris settlers landed at the H.B.Co. post on the west side of the river.

As late as 1888, river commerce was extensive in which the follow ing [illegible].

September, 1882: The "Cheyenne" left for Winnipeg this morning part of its load consisting of 34,000 ft. of lumber from Carney and Watson's mill for J. G. McDonald, contractor.

October, 1882: The steamers "Cheyenne" from Winnipeg and "Alsop" from Moorhead, Minn., with barges loaded with wood moored at the Carney and Watson mill, gave that vicinity a lively appearance.

In 1879, the "Minnesota" brought in one trip, 38 consignments of goods for Emerson merchants. The charges alone were $738. On two previous trips, charges were $658 and $1100. At this time the railroad as well was carrying freight.

In 1879, the "International" advised that the boat trip to Winnipeg was more pleasant than by train, because, even though it took longer one arrived in downtown Winnipeg and in daylight, whereas the train deposited its passengers at St. Boniface station. The ferry has stopped running at that hour and small boats had to be hired in order to cross the river to Winnipeg.

In April, 1882, the newly organized St. Paul, Minneapolis and Manitoba Railway Co. telegraphed the Red River steamer, "Selkirk" and arranged to use her to transport passengers from the "Y" at St. Vincent to Emerson as their track was under water. The "Selkirk" passed from the river into a "flood" lake near St. Vincent, crossed the

The [illegible] to make the trip from Grand Forks to Winnipeg through Emerson was the "Grand Forks". It is shown on its last excursion trip in the above picture. It stopped at Emerson on June 7, 1909.

bank and took on passengers and baggage near the section house. With a scow laden with people and goods in tow she steamed along east of the C.P.R. line and transferred those north bound to the train at the Joe bridge and those southbound walked south along the tracks to Emerson. Mr. David Forrester was one of this party. He told of three special trains carrying an influx of hundreds of settlers arriving at this time.

Although the Red is still classed as a navigable river, water traffic has ceased. The railroads, buses, trucks, cars and airplanes have replaced the "pioneer" craft that once plyed their way up and down the "Mississippi of the North".

The last boat to make the trip from Grand Forks to Winnipeg was the "Grand Forks". Notes from the Emerson Journal of June 11, 1909 tell us that "on June 7 the steamer "Grand Forks", having left her home port on June 6, arrived in Emerson." The bridge was swung without any trouble although it had been six or seven years since it was last moved, and a party of Emerson businessmen went aboard to join those from Grand Forks, Drayton and Pembina. The "Gateway City" contingent comprised Herb Wright, J.W. Whitman, J.A. Badgley, Wm. Gould, E.F. and E. Casselman, C.A. Whitman, J.W. Bailey, A. Johnston and M.S. Buckham. Round trip tickets were sold at Grand Forks for $15.00, but passengers from Emerson paid $2.50 single fare which included meals. The trip to Winnipeg took twelve hours as ferry

Wm. Forrester's home, which was built in 1880 and is now the residence of Mayor Forrester cables had to be lowered and the pontoon bridge at Morris opened. Emersonians returned by train the next day. Upon its return, the "Grand Forks" arrived at Emerson on July 8. School children, led by Principal Creese, visited the craft. It had been more than twenty five years since a boat had made the trip. The vessel was in command of Capt. Ferris, who had been the skipper of the "Manitoba" in 1879.

Town clerk Unsworth, on behalf of the town council and board of trade, read a congratulatory message to the company, captain and proprietors.

(Pictures of this boat with the school children aboard were taken by R.G. Masterton and lay in an old album until interest was aroused by Mrs. Reg Barton in her article, "Steamboats on The Red River" which appeared in the Beaver Magazine in 1956. Reprints of these pictures have been deposited in the photographic archives of the provincial library, thanks to Molly McFadden, one of those school girls of 1906.)

Emerson Journal, June 15, 1906

"Last Friday evening, the steamboat excursion was an event out of the ordinary run of Emerson functions. The occasion was the C.N.R. picnic and the steamer 'Grand Forks' made trips on the river. Pembina people, too, took advantage of the opportunity, old timers and youngsters vying with one another to see who could get the most pleasure out of a steamboat ride on the raging Red."

Bridging the Joe 1876-1883

In July, 1876, the first bridge over the Joe was completed on the Carney property. The following spring, a freshet swept it down about fifty rods, but it was saved. However, in the fall it was again swept away, this time for good. The second structure was built of poplar poles in 1878. Just as the work was done Perry Walton came along with a load drawn by oxen. The oxen broke through so in the following spring, people on both sides of the boundary co-operatively built an "international" bridge which was used until 1883, although the approaches were good only in dry weather. The railroad bridge was the second one built there and it was in a precarious condition in 1883.

The editor of the "International" took a drive with Mr. Fairbanks out east around the country and on returning wrote a story of the bridges over the Joe, concluding with the statement, "It is hoped the day is not far distant when construction of bridges and improvement of roads will not be left to the charity of the settlers, but that the local government will give southern Manitoba a fair show in the distribution of public funds."

In Nov., 1883, the Eastman Bros. completed a new bridge over the Joe near the railroad at a cost of $600. This bridge afforded a direct road to Emerson for all who lived down river.

In March, 1880, James Ford brought his family, agricultural

Caul as pastor. Mr McCaul lived in the Marais district and walked to Emerson each Sunday to conduct the service. The first meeting was held at the home of Mr. [illegible], but before long, a small building, built at a cost of $[illegible] was secured on Main St. Charter members were Rev. Daniel McCaul, Mrs. F. Myrick, Mrs. A. Smith, Mr. and Mrs. Theo Jasper and the Misses Annie and Julia Jasper. Accounts tell of the ladies cooking an oyster supper to raise funds for an organ. In 1879 because of failing health, Rev. McCaul resigned and was replaced by Rev. James Anderson of [illegible], Ont. In 1881, a new church was built on Morris St. and all other churches closed the day it was dedicated in order that all might attend. The present structure was built in 1900. Four generations of the Root family have attended the Baptist Church in Emerson since 1882. Other well known families attending in the earlier years were: the Buchanans, [illegible], John Whitmans, [illegible] and Clarks.

In 1875, a Methodist minister, Rev. Daniel Pomeroy organized an Episcopal Methodist Church in Emerson, following a period when he had travelled about the Red River settlements by ox cart. The first building, on the corner of Dominion and First Sts., was completed in 1878. It was described as a comfortable frame building with seating capacity for 100. It was adequate only until 1879, when an [illegible]

The original Carney House built in 1882 as its [illegible] site [illegible] conversion to an apartment building and sale to [illegible] Fontaine in 1900. As an apartment block, it was named the "Strathcona". It was rented by Mr. George Durand in 1906 and was destroyed by fire in 19[illegible] brick church, 30 ft. x 40 ft. with a tall spire, was erected at a cost of $3,000. Rev. Pomeroy was followed by Rev. Edwards. The church was eventually converted into a residence for Mr. and Mrs. Fairbanks, later to serve as a Sunday School room for the Presbyterians and finally was destroyed by fire, while being used as a barn on the David Forrester property in the early 1900's.

In December, 1879, Rev. George Young of Fort Garry came across to establish the Wesleyan Methodist Church. Rev. Young, who had been the pastor of the first Methodist Church in Red River and whose name is immortalized in connection with the early history of Manitoba and the Riel Rebellion, became the first pastor. A church, called the Tabernacle, was built on the corner of Winnipeg and Morris Sts. Friends of Dr. Young in Oshawa, Ont., sent him a good two keyboard organ, which was played for many years by Bertha Guthrie. The organ was hand pumped and through the years the different boys of the congregation, including the Wrights, Hamiltons and Cummings, took their turn. The Caretaker regularly paid them 10c a Sunday and in emergencies did the job himself.

In 1884, the Episcopal and Wesleyan Methodist Churches were united to form the Methodist Church of Canada. The larger brick church had been used by the Salvation Army for a few years, but in 1885, the Methodists again occupied the church. In it a famous bell was hung. Mrs. Margaret MacLeod tells about the bell in her "Bells That Rang in Red River": "The last bell of Red River days came to Grace Church, but on its arrival found itself a public institution. It was immediately adopted as a town bell by a village of 300 people just beginning to be called Winnipeg — and hung in a belfry beside the Wesleyan Methodist Mission House built by Rev. George Young in what was still Red River. It is the only bell that came to Red River by ox cart — weighs 250 pounds still has a fine tone. The inscription on it reads:

Jones and Co. Troy N.Y. 1869
Presented to the
1st W.M. Methodist Church erected in
Red River
By the W.M. Sabbath School of
Oshawa Cannada
W. H. Gibbs Supt. A.D. 1869

This bell has special interest and value since it is the only Red River bell that has a personal inscription cast on it (even though "Canada" is spelled with two "n's"). The abbreviation "W.M." represents Wesleyan Methodist. The bell was rung when Col. Wolseley and his men entered Winnipeg in 1870. It was rung for fires in Winnipeg and while it hung in the brick church it was once again used as a town bell when the town hall burned in 1917. It rang in 1918, on Armistice Day. Rev. Young spoke of the bell as an "historic bell" and in 1889 wrote, "The good old bell was duly loaned by me to the church board in Emerson for use until such time as required elsewhere."

Some well remembered families in the Methodist congregation of

the late 1800's and early 1900's are the Badgleys, Hintons, McFaddens, Fairbairns, Wrights, Hamiltons, Cummings, Vanworts, Youngs, Fords, McCartneys, Baldwins, McKims, Bowmans, Whitleys, Waltons, and [illegible]

Since the union of the Methodist and Presbyterian Churches in Emerson in 1921 the historic bell has hung in St. Andrews United Church although its tone is smothered owing to the smallness of the space in which it swings. The old organ sent from Ottawa was moved there too and was played by the daughters and grand-daughters of those early Methodists.

In their earlier days, grocery stores were licensed and there were several hotels and a brewery in town. Consequently, church people organized a branch of the Dominion Alliance, a temperance society as well as a Total Abstinence Reform Club.

The prosperity of the people was reflected in these items —

Christmas 1880 Miss Alma Cole, organist at the Methodist Episcopal Church was presented with $25 in appreciation of her services.

1881 The Wesleyan Methodists presented their minister, Rev. Bridgeman, with a set of furs, a coat, cap and gauntlets, in appreciation of his services. An address was read by F.E. Burnham and signed by J Johnstone, George Walton and Chas. Full.

1881 Mrs. Pope wife of the M.E. minister was given a gift of a fur coat before going on a visit to her home in Ontario. Mr T V Badgley made the presentation.

1881 Rev McGuire was presented with a coat, cap and gauntlets by his congregation. A party of friends and neighbours visited the Rev John Scott and gave him $100 and a fur coat to his wife.

1880 Members of St. Luke's presented Mrs. Broughton, their organist, with a jewel casket containing $100.

Mr Sexsmith, organist at the Wesleyan Methodist Church, who is leaving for a holiday in the east, received a gift of money in appreciation of his services.

The W.M. Church has built up a fine library of 200 books.

In July 1880 the Church of the Sacred Heart was consecrated by Archbishop Tache, assisted by Catholic clergy of southern Manitoba. There were printed forms of the ceremony and the ushers, George Emerson, Mr Teto, and J Tennant wore black broadcloth suits, white ties and white gloves. Mrs. Germain was organist.

The church and house were situated on 4th St. and Rosseau. Father Julien was the first and only resident priest. Eventually the house was rented and in 1916, a grass fire set by the tenants spread to the church to completely destroy it. In 1919, the house was remodelled to serve as the church. A few of the earlier attendant families were the Mulleys, Sullivans, McDonalds, Turners, Ricards, Hagerns, Bourdillons, Bodoms and Foys.

In West Lynne a congregational church was formed in 1881 with services conducted in the school room every Sunday morning by Rev. W Ewing. A Methodist church was also built, but was later moved to the Marais. The school room was also used by the Anglicans. Previously services had been held at Mr J Delaine's Hotel.

Registry Office 1875 - 1941

The registry office opened in Emerson in 1875 and closed in 1941. Wm. Hill Nash was the first registrar. He was succeeded in 1888 by Mr. John Angus, who continued as registrar until his death in 1918. During his lifetime, Mr. Angus took a keen interest in outdoor sports. He formed the first lawn bowling club in rural Manitoba, which was accommodated along with tennis on the spacious grounds at his home. Mr. Angus used to tell the story of a man, one of a party of recent arrivals from central Europe, who came into his office and inquired, "How much does it cost to lick him?" After some questioning it developed that the new Canadian mistook Mr. Angus for the magistrate and wanted to know where he stood with the law if his contemplated fight with a neighbor culminated in action.

Mr. David Wright was registrar when the old town hall burned in 1917. Miss Minnie Tandy succeeded Mr. Wright in 1919 and in 1936, her sister Elizabeth, took the post until it closed in 1941. All titles to land had been gradually transferred from the old system to the new Torrens Title system of registration.

The original customs house as it stood on the Dakota side of the boundary in 1881 prior to its purchase by George Pocock and its subsequent removal to West Lynne. Pictured in the group photo are: Chas. Whitman, E. Casselman, [illegible] Fortescue, Mr. Lewis, A. Rivard, George Pocock, Wm. Mills, David Wright, Mr. Armstrong, J. E. Cooper, Wm. Lucas, John Whitman, Frank Pocock, Jim Kendora, Geo. Carlisle, Harry Douglas, Wm. Hesketh, D. H. McFadden, D. H. McArthur, Wm. Whiteley, John Angus, Kenneth McRae, Mark Whitley, Robert Hamilton, George Allen, Robert McDonald, Wm. Fairbairn, Roy Whitman and Pete Landman.

CITIZEN'S BAND
EMERSON

The Citizens Band of Emerson in [illegible] pose for this group photo on the accompanying page. Rear row (left to right) —Leonard Hamilton, Bill Sherblnow, Norman McLean, Joseph Rivard, Bill White, Elias Buchanan, and Wellington Hamilton. Second row — Thomas Cornell, Loane Cornell, Claire Buchanan, Cecil Hamilton, Jack Hamilton, David Peterson, Gordon White, Gordon Hamilton, Harry Gault, Willie Spence, Ray Rivard, Wm. Ballantyne and Robert Hamilton.

West Lynne

Charter for the incorporation of West Lynne was granted in 1882. The first council elected was Mayor J.F. Tennant, Councillors Ward 1 E. Bergunder and Mr. Lewis; Ward 2, W.B. Robinson, J.E. Tetu; Ward 3, Wm. Mills and Harry Wesselbaum. The town was laid out twenty-four blocks long and three and one half blocks wide.

The Henderson directory published in February 1882, lists 100 names. It states that West Lynne has some fine stores, a weekly newspaper, post office, etc. A large amount of grain was purchased here. Population is rapidly increasing.

Among the names of the early residents are some that are still familiar such as H. Abbott, dairyman; W.F. Crosby, agent; Francis Mathieson, Hudson Bay Co. factor; A. Hagelboom, farmer; John Hooper, tailor; A.T. Newgent, farmer; Geo. Peacock, miller; four Tennant brothers; J. Tetu, immigration officer; Ed. Vance, horse trader; Enoch Winkler, lumberman; Jack Nelson, Windsor Hotel proprietor; Dave Hamilton, Hudson Bay Co. store; Wm. Whitehouse who planned a sub-division north of West Lynne and built one house before the boom collapsed; and Dr. James Bedford who had come from the U.S. with a diploma from a school of Homeopathy. During an outbreak of small pox at Winnipeg the government asked for volunteers to go to the aid of those stricken. James Bedford went and was so successful and popular both there and in his home town that the Manitoba government rewarded him with a degree in medicine. Dr. Bedford and his family later lived in Emerson.

West Lynne boasted of four general stores; six hotels, the Windsor, McDougall House, Golden Hotel, West Lynne Hotel, Riverside Hotel and Farmers' Home; a brewery, where a six quart pail could be purchased for fifteen cents, cash and carry; a pop factory; shoe factory; several grain warehouses; five implement shops; a weekly newspaper, two churches, and a school.

The first child born in West Lynne was Allen Lynne Dobbie, in 1879. The old H.B. post was torn down in 1880 and replaced with a fine new store, where several clerks and two cash boys were employed. The neighboring fort at Pembina, N.D. was abandoned in 1895. Thus two historic landmarks disappeared. People of the countryside missed the sound of the cannon fired at sunrise and sunset from old Fort Pembina.

The [illegible] 99 classes of the Emerson School are shown in the accompanying picture. Standing second from the extreme left is Walter Forrester. At the right in the back row is Fred Gershaw, later a minister. At the left, wearing a white cap is Jack Wilson. George Bedford is seen at the left, clutching a school bag. Fred Foy, Lorne Buckman, Harold Weleman and Bob Angus stand to the right of George. George Turner is the lad at the left with his hands over the shoulders of a younger companion. Sitting on the ground, wearing three hats, is Wellington Hamilton, followed by Jack McLean. Sitting seventh from the left is Bob Bedford, followed by Nap Sivard. Fifth from Sivard is Roy Burdette and seventh— Garnet Fairbairn. Some of the older students in the back rows may be recognized. They include: Jessie Allen, Frank McArthur, Zella Badgley, Clara Moffat, Casselman girls, Birdie Walton, Mabel Forrester, Lulu Pocock, Kate Alexis, Ethel Dunwell, Nettie Hamilton, Belle Cropley, Etta Badgley, Margaret Jacobs, the younger Forrester girls, the Christie girls, Bessie McLean, the McFadden girls, the Tandy sisters, the Lavoy's, Jennie Lucas and the McCaul girls.

A view of the heavy snowfall, that caused drifts as high as telegraph poles in some sections, that fell during the winter of 1896-97 preceding the flood of 1897. The snow shoers are (rear left to right) Annie Angus, Will Walton, Mrs. McCaul, Maggie Bell, Nell Angus, Tom Walton, Mrs. Casselman, and Dr. [illegible]. Front row (left to right) Minnie Ford, Mrs. Frank Bell, John Angus, Frank Bell and Mr. Foster.

Custom's Office History

A resolution, to be presented to Hon. Mackenzie Bowell, Minister of Customs, on his approaching visit to Manitoba, by a citizen's committee of Messrs. Chalmers, Keller, Fairbanks, Carney, Suffell, Carman, Lane, J. W. Whitman and C. Fleeson was drafted asking authorities to move the customs office to Emerson at a meeting in 1879. Before this was accomplished, the customs office was moved into the same building as the post office. The stamp read "Emerson, Outport of Winnipeg."

There is an old log house on the former Pocock property which had been the first Custom House on the border, in fact it was just across the border on the Dakota side. It served the purpose from 1873 to 1878. In 1901 Mr. George Pocock had bought the building from the people who lived there. Before it was moved Mr. Lewis, then C.P.R. agent in Emerson roused the interest of the citizens and a group picture was taken in front of the building. Post cards of the picture were made and a few are still in existence and treasured by 'old timers'.

When the post office became overcrowded, Mr. Bradley, the Collector of Customs, becoming impatient with the lack of response from the Department, put up his own building on Taylor St. near the river. There were two assistants, one of which was Mr. Wm. Mills. Due to rail traffic, an office was also provided at the C.P.R. station. In 1882, Emerson was made a port of entry, collector's salary increased and addition made to the staff.

An old customs letter book has been preserved which contains interesting data regarding the cost of living in 1880. There had been complaints of smuggling being carried on locally, and Mr. William Cooper, collector at that time, was asked for lists of prices of food, clothing, and building materials both here and across the border. Quality flooring was $30.00 a thousand and hard coal $10.00 a ton. Food and clothing were relatively priced.

In 1907, when Ben Lendrum, younger son of a West Lynne pioneer family, joined the customs staff, there were six officers, two at the C.P.R., two at the Junction, and two in the town office, then situated in the [illegible] Block. In [illegible], five offices with a staff of thirty-seven permanent and four seasonal officers, attend to the railway, truck & tourist business of this busy port.

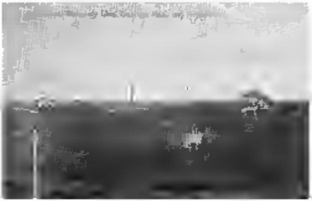
Post Office History

In January 1878 the post office which for four years had been at the H.B.Co. post in West Lynne was transferred to Emerson. Old timers have told how the mail was brought to Anderson's store and everyone came and picked out their own mail, a very unsatisfactory arrangement, now that Emerson was a thriving town. Accordingly Mr. Lewis fitted up a building on Church St. near the river. The International, the weekly paper of 1880, had this to say "The inside of the post office looks quite citified with glass front boxes and yale locks." In February the new stamp and seal were received and Emerson post office was made a money order office in September of the same year. In 1880, it was made a daily reporting office, the significance of which is indicated by the fact that there were only 39 such offices in Ontario and 3 in Quebec. On September 27, 1880 the post office handled $1200. On November 27 1880, business amounted to $1700, a sure sign of commercial development in the town.

The first post office in the district was established under the name, "Pembina" on July 1, 1871. Two years later, on April 1, 1873, the name was changed to "West Lynne". The Emerson Post office replaced the West Lynne office at the H.B. post in West Lynne on Feb. 1, '79.

Postmasters who have served at the Emerson post office since its inception were: Wm. Watt (July 1, 1871 - no record); F.F. Bradley (no record - March 1875); H.T. Lewis (Sept. 1, 1875 - July 21, 1884); Geo. B. Nash (July 22, 1884 - June 13, 1888); Chas D. Maybee (Aug 8, 1888 - Feb. 18, 1897); D.H. McLean (Apr. 1, 1897 - Mar. 12, 1915); Wm. Watson (May 3, 1915 - Sept. 21, 1940); Miss Hazel [illegible] Watson (Sept. 22, 1940 - April 6, 1946); Mrs. E. Fralick (July 1, 1946, Acting); Leslie Ferris Crease (Apr. 1, 1947 - June 2, 1947); Mrs. E Fralick (June 3, 1947 - Acting), and Trenton Claude Scobie (Jan. 8, 1948 -).

Those in charge of the West Lynne post office were: Duncan Matheson (Oct. 1, 1873 - June 30, 1880), Andrew Simpson (July 1, 1880 - July 31, 1887), Edwin H. McCrea (Aug 1, 1887 - May 31, 1898); and W.D. Hamilton (June 1, 1898 - June 15, 1920).



An early view of the port of Noyes, Minn., across the boundary from Emerson.

Floods in Emerson

In 1882, at the peak of its prosperity, Emerson experienced its first flood. The people were surprised and after an extemporized meeting in the town hall, a party of young people started off to explore the river for a possible ice jam. The only available craft was not entirely seaworthy but finally after much mending and the raising of a mast and the rigging of a sprit sail, the party got underway on Monday morning. They reached Morris that evening and the next morning set sail for Winnipeg. That evening they telegraphed from Winnipeg, "Ice jam at St. Norbert — river now clear." Their adventures were detailed in a log kept by Capt. King of the Merchant's Bank. They made from 8 to 10 miles per hour using the sail part time. Hundreds of wild ducks were seen and two were shot. In the expedition were: Capt. King, First Mate R. Shaw, Gunner J. Gowanlock and Boatswain J. Waterhouse. The flood of '82 carried away the first traffic bridge at the foot of Park St.

The year [illegible] brought a flood of moderate proportions, 2 inches lower than that of 1882. There was a depth of two feet, ten inches, of water in the stores in the Alexandria Block.

The 1897 flood is still well remembered by many in Emerson at the time of this writing, especially Easter Sunday, April 18th, when in freezing temperatures, high winds lashed the buildings to leave them coated with half an inch of ice. The storm caused great damage. Sheds were swept from buildings, older structures were completely destroyed and people feared for their own safety during the time of [illegible] when they lived in the upstairs of their flooded homes. The water continued to rise, but when warm weather returned the populace could walk about on the wooden sidewalks that were fastened together. The wooden sidewalks would float, but it was the delight of youngsters to congregate near some unsuspecting person wearing low boots and causing the raft-like sidewalk to submerge. A week after the storm, the steamer, "Assiniboine", reached Emerson, after a trip in which it [illegible]. The Assiniboine was not the first to pass along Emerson streets, however. In the spring of 1882, river craft had handled freight and passengers by navigating through previously impossible places.

Some notes from the Emerson Journal of April 23, 1897 —

The Allens were very much frightened when the brick on the south side of their house fell off during Saturday night's storm.

Chas. Maybee had difficulty getting his wires to work the week in his telegraph office on the third floor of the Alexandria Block.

W. Smith had 200 bus. of seed grain in a bin on a raised platform to escape the water but the high wind and waves washed out the props and all was lost.

Dr. [illegible] and W. Fraser started for Winnipeg by canoe on Wednesday but their sail broke and they returned. B. Casselman and Mr Fraser started out again on Thursday. They plan to return by train.

Ben Forrester came from Winnipeg by C.P.R. last Monday. He had to walk from the Joe Bridge, which is badly damaged. The Bradley bridge is almost completely wrecked.

Michael Scott and W.C. Hartley rowed to St. Vincent last Saturday afternoon. Coming home they were caught by the storm and had great difficulty in the darkness to find their way and keep their boat from being swamped.

McKim and Hinton are afloat at the same old stand.

Bell and McCaul have moved to the third floor above their store (both in the Alexandria Block.)

Chas. Whitman and Geo. Christie were ducking this week and there were others.

J.W. Whitman is doing business upstairs over his store on Dominion St. He also has some goods at the C.P.R. station, where Mr. Shaw waits on the customers.

The Journal is protecting Mr. Aime during the flood who is dealing out produce, flour, feed, etc. from a back room in the improvised office on Church St.

W.C. Hartley, principal of the school, is keeping up his classes under difficulties.

The C.P.R. has promised that we shall have mail today. There has been none from the north for a week. Mail from the south came in yesterday. It has been brought from Grand Forks by hand car and boat.

The Marais River is flooded from the Red. It is into McClelland's stables and frolicking about Andy Irvine's door.

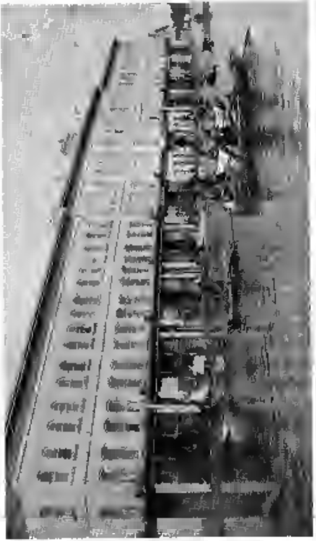
It is recorded that in the stores of the Alexandria Block there was a depth of nearly five feet in 1897.

In 1904, there was high water that crept onto the main streets. Mr. C.A. Whitman told of the water just reaching the floor of his store on Dominion St., which gave him an opportunity to give it a good cleaning.

The year 1916 brought another flood with just enough water on Main St. to float a boat. Mr. Sid Wightman made a bridge of horses and planks in order that a crossing could be effected on Main St. The Bank of Ottawa staff conducted business in a building on Church St. but kept their books and cash in the bank's vault, which had been raised on timbers high enough to escape the water.

For 32 years there was no high water in Emerson and people forgot that such a thing could happen until 1948, when the water rose to a height enabling it to reach Third Street in some sectors.

The Red Cross established their headquarters in the parish hall of the Anglican Church, where volunteer workers distributed goods, handled tickets for groceries, and distributed mail. Boats were hired by the town council. An inspector of the Dept. of Health and Public Welfare of the provincial government supervised the purification of drinking water and it was distributed by the crew of an army water truck. The flood acted in a normal fashion with a duration of approximately two weeks. At the crest of the flood, there was just under three feet



The facing picture was snapped during the height of the 1897 flood in Emerson. Ed Vesse may be seen standing to the left of the post at the left of the picture. Also at the left of the picture standing in front of the Alexandria block are Mr. and Mrs. James Downwell and children, the Casselman girls, and Elma and George Fairbairn. In the boats (left to right) are: Jas Hunter, George Sutherland ("Doc Fudge"), Bob Nugent, Chas. Whitman and grandson Charlie, Alex Bevans and Roy Abbott and Chas. Whitman. At the back right (left to right) are George Hamilton and C.A. Whitman.

of water in the Alexandria block.

Again in 1950 the Red swept over the town with a height of 8 ft. 8 inches being recorded in the Alexandria block. The Alexandria block levels thus clearly illustrate the heights of the various floods as the height of water is now gauged differently than it had been prior to 1948.

As flood waters advanced, a crew of workmen moved furniture to safety and families were evacuated to higher ground. Living quarters were provided in cars spotted by the C.P.R. in their yards. This "Skid Row" colony grew until its population numbered 100. A railway mail car served as the post office and a portable restaurant was gradually towed eastward as the flood advanced. Merchants stocked staples at the C.P.R. station, the United Church and the lumber yard. The lumber yard store finally sought a corner spot in the restaurant. The Red Cross depot was first established at the Anglican Church, but was forced to move to the basement of the United Church and finally to the main auditorium. At the depot, volunteer workers assisted Mrs. R. Long, the local society president in sorting and delivering food. A temporary telephone exchange was established near the elevator. Mr. Jack Templeton, a veteran of several floods, moved his electric cooler to props on the back porch of his home and was able to supply a limited but regular supply of meat. Fortunately electric power never failed. A fleet of boats operated throughout the town and during the worst of the flood motor boats met the train north of the Joe bridge. The train had been unable to continue running to Emerson when flood waters swept over the tracks and threatened the Bradley and Joe bridges. The army again supplied a tank truck and water purifier and a railway tender stood at the C.P.R. filled with emergency water. An army "weasel" also served as an evacuation unit. A patrol boat, "the Arlmaout" moored to an elm tree near the Pete residence one Sunday evening. The Arlmaout, a Game and Fisheries vessel operated by the R.C.M.P. arrived a few days later. Another day a hydroplane in the same service landed on the river near Main St. Dignitaries from Ottawa flew over the inundated area and the Red River Valley Flood was declared a national emergency. Large sums of money were raised all over Canada to help those stricken. A few former residents of Emerson demonstrated their affection for the home town by sending contributions direct. They were Mrs. E. McGregor of Penticton, daughter of J.A. Badgley, Mr. J. Rollo of Brandon and Mr. P.W. Chok of Brandon, who had lived in Emerson during the '50 flood.

History of the Old and New Cemeteries

The crown gave each of the four churches of early Emerson five acres of land on payment of $1.00 per acre for a cemetery situated one mile east of Emerson across the Bradley coulee. There are no records to tell of the first man interred there as a result of a shooting accident, but the second was Sam Smith, Mrs. Delaine's first husband, in the winter of 76-7. Only one part, that consecrated by the Anglican Church, was ever used. There was no formal arrangement of plots and in later years it was impossible to say where certain graves could be found. For example, a tombstone once lay for months at the C.P.R. station as no one could say where the plot was for which it was intended. In 1890 when Mr. David Wright was Town Recorder he planned a new cemetery to be located on higher ground within reasonable distance of town. The new site was deemed advantageous, as there had been many times during the spring flooding of the coulee or during the deep snows of winter, when it was impossible to reach the old cemetery. People were urged to move the graves of their departed ones and in most instances this was done. Most of the old cemetery land was sold for farm land. Emerson now has a beautiful cemetery with well-kept paths, an abundance of flowers and shaded by giant spruce trees. It is one of the community's beauty spots and is a memorial to the late David Wright.

Former school chums that were taught in Emerson by Miss Stillington during the years, 1900 — 1905. They gathered for this group photo during Emerson's Jubilee Celebration, July 23 — 24 — 25, 1923.

Newspapers

Emerson's first newspaper "The Emerson International" a weekly newspaper of eight pages, was founded by Chas. Douglas, an experienced journalist. The first issue was dated Christmas, 1878. The initial press run of 1800 copies increased in one year to 3,100. In the early eighties it became a daily paper for a short time. It had been the paper's custom to print the names of newcomers registered at the hotels but the practise had to be discontinued when the lists became altogether too long for publication. In 1879, Mr Douglas printed 3,000 copies of a widely distributed, special immigration number which contained much helpful information to people contemplating moving west. As a result, emigration from the eastern U.S. and Canada was stimulated. One has only to scan the pages of that year's papers to realize what a power the publisher of the paper exercised in promoting the advancement of the town and district. When the boom collapsed, Mr Douglas went to Vancouver, where he published a paper and later became mayor of the city.

The following is a list of the local advertisements that appeared in the first issue.

Wm. Hill Nash - Barrister; D.G. Munro M.D. Harvard graduate; J.H. Cameron M.D. - McGill graduate; Batchelor and Faulkner - Painters of houses, signs and carriages; K. McRae - Blacksmith; F. W. Peters - Saddles, harnesses etc; D. Lawrenson - Furniture, cabinet makers, undertakers; Jerry Robinson - Dry goods; Ashdown & Co. - General store; W. Brooks - Emerson wagon and carriage factory; J.F. Tennant - Livery and feed stables; Cooper and Carmichael - Carpenters; Thomas Carney - Building lots, lumber, stoves etc; C.M. Alston - Clothing, boots and shoes; F.T. Bradley - Farm lands, lots in south Emerson and Mountain City; Theo Jasper - General store; F. Martin - Ontario House. In 1881, the number of professional men and firms advertising had increased to 44.

George Baldwin, who had been a teacher for 3 years in the Emerson school, issued the first copy of the Western Journal on January 2nd 1879. In October of the same year his office was destroyed by fire. While he was away in the east making arrangements to resume publication, A.S. Paterson established a rival paper, "The Emerson News" cleaning out Mr Baldwin, but the "News" only lasted a short time.

In West Lynne, M. M. Hooper started the West Lynne and Southern Manitoba Times in September 1880. When Mr Hooper became King's Printer J. Tennant & Co. conducted the business for a few years.

In February 1882 the "International" was advertised for sale, and in the following January the "Southern Manitoba Times" appeared under the management of George Walton. The "Times" was succeeded by "The Emerson Journal" in July 1884, under the proprietorship of A.A. Bailey. In December 1886, negotiations were concluded for a change of proprietors, and in the issue of January 1st, 1907 the names of D.J. Hartley and W.B. Ballantyne became associated with the "Emerson Journal". D.J. Hartley was replaced in the partnership in January 1908, by a Mr Griffith. In 1909, Mr Ballantyne assumed full control. Mr Ballantyne contributed greatly to the life of the community in the years he was in Emerson. He was a man of cheerful disposition and along with Mr Fred Weeks, was a great promoter of sports, games, excursions, etc. A large oleander, given him by the Hendersons when they left town, graced the window of the Alexandra block office. Mr "B" had complained to Mr Henderson that it was covered with some pest. Immediately after the fire, he sent a card to Mr Henderson at Stonewall stating simply "No bugs on oleander".

The Journal office was located in the Alexandra block until the disastrous fire in 1916, which destroyed two thirds of the block. The "Journals'" next home was in the building now occupied by Mr S. D. Wightman but was soon moved to the downstairs of the former Masonic hall, which was on the site of Fitch's store that burned in 1948. On July 18, 1925, Emerson's printing business suffered its third conflagration in the Masonic building. Two months later Mr Ballantyne passed away. On October of the same year Mrs Ballantyne re-established the paper in a wing of her home. Following the depression, the "Journal" absorbed the "Dominion City Star" in 1936.

Mrs. Ballantyne successfully operated the "Journal" until its sale in July 1947 to Manitoba's youngest editor, Mr W.E. Carlson. In 1949, the "Journal" was established in its present quarters—a new building on Church St.

Town Hall, Emerson, Man.

[illegible] former Town hall on the site of the present structure which was destroyed by fire in 1917

Agricultural Society, 1879

In April 1879, plans were laid to make an agricultural fair in the fall. Interested people arranged for a meeting on April 19 and the following were elected: Pres. John Hardy of Marais, 1st Vice Pres. Duncan McKercher of Roseau, 2nd Vice Pres. Robt. Brown of Emerson, Directors: Wm. Grant of the settlement be t, [illegible] Vesey Fitzgerald of the Ridge, Henry Tennant of Dufferin, J.F. Houston of the Marais, Mr Trembley of St. Jean, Gibson of Morris, and Robert Curran of Emerson. W.N. Fairbanks acted as Secretary and T. Carney was Treasurer.

The organization was called, "The Morris County Agricultural Society" and all were urged through the medium of the press, to join and help lay plans for a grand, post harvest fair. An initial grant of $100 was given by both Messrs Carney and Fairbanks.

The first fair was held as planned on September 24, 25 and 26 and was officially opened by Lieut. Governor Cauchon and the Honourable Messrs. Norquay and Dubuc. Articles were exhibited in the new Methodist Episcopal church, which had not yet been dedicated, and special booths were built outside for displays of grain and vegetables from Dakota, Minnesota and Manitoba. Dakota won the banner for the best booth. A $50.00 premium was offered for the best two bushels of spring wheat. At the 1882 fair in West Lynne, prize winners were Allan Dillabough, J.S. Ireland, Jno. Fraser, Edward Doyle, Wm. Laudrum, Donald Fraser, James Crosby, J. Ayres, A. Copeland and L. Hogeboom.

At these fairs, in the Ladies Fancy work classes there were sections for Berlin woolwork, netting, wax flowers, beadwork, leather work, hair work, shell work, ottoman covers, rag carpets, and hearth rugs, besides the silk and cotton embroideries and plain and fancy knitting as of today. In the fine arts department there were extensive exhibits of paintings, drawings, water colors and sketches done by ladies of the town of Emerson. Several ladies competed in the equestrian class. Merchants showed their finest wares. Walton and Bird had an exhibit of silverware; Mr. Foster leather goods and harness; Mr. Duran, jewellery; Noble and Fallis, woodwork; Mr. Jones, fancy dry goods and Miss Jasper fancy work and novelties. It was the custom for many years for merchants to display exhibits of their stocks at the annual fair.

An exhibit was prepared from produce shown at the first fair & sent to Ottawa and Hamilton, where it attracted highly favorable comment and as a consequence gave a good impression of this district.

Lodges and Clubs

Lodges and clubs were organized in Emerson in its first years. The Masons formed their lodge in 1878 and held their meetings in Ashdown's store. Mr. F.T. Bradley, first customs officer, was the first Master. Other members were: W.E. Dick, [illegible] Batchelor, W.L. Vickers, E.T. Scott, M. Stewart, J.E. Cooper, T.C. Scott, W.H. Nash, W. Lucas, R. McDonald, Casper Killer and C.W. Kent. In 1882, a two storey Masonic Hall was built and the ground floor was occupied by the Emerson Journal until it was destroyed by fire in 1887. In 1888, a modern hall was erected on the corner of First and Dominion Sts. In 1932, the Emerson lodge honored the memory of its first Master in a most unusual way. Mr. Bradley, his wife and two young children had been interred in the family plot on the Bradley farm, north of Emerson, near the coulee that bears his name. Through the intervening years, the plot had become untidy and overgrown. The Masons restored the plot and instead of the original picket fence, a low concrete wall was built around it. A picture of this also hangs in the lodge room in lieu of a photograph of Mr. Bradley which could not be procured.

As early as 1874, there was an Orange Lodge in Emerson. Mr. Johnstone E. Cooper, a member of the Wolseley Expedition, carried in his knapsack from Toronto to Fort Garry the charter of the first Orange Lodge in Manitoba, which as Mr. Cooper settled in Emerson, was established here. Charter members were: J.E. Cooper, N. Bure, M. W. Davis, M.B. Hamilton, Hugh Carmichael, S.H. Copeland, Chas. Perry, W.M. Sackin, T.C. Bell, Wm. H. Nash and the Rev. Mark Jukes.

Also the first in Manitoba, was the Forrester's Lodge called "Court Prairie Flower." Charter members were: Chas. Perry, Thomas Tennant, H.F. Baldwin, J.D. Steggle, James Carney, Wm. Thompson, John Argury, John Lovering, Joseph Robinson and Dr. D.H. Cameron.

There is recorded a meeting of the Gateway City I.O.O.F. in 1880 in the hall over Jerry Robinson's store with thirty charter members present, although the names are not given.

A number of gentlemen, called "The Big Sixteen," organized a social club in 1881. A commodious suite was rented in the Alexandria block for $500 a year and a steward was engaged. Membership in this club cost $15, and the annual fees were $10. President was Capt. Nash, Vice Pres. H. Killer, Secretary A.F. Irwin and Treasurer Dick Chisholm. There is in existence a photograph of the members taken in their club rooms.

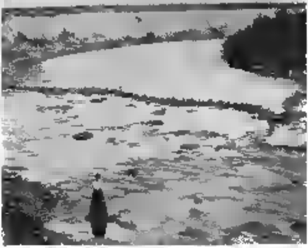
In March, 1881, a board of trade was organized with twenty-seven members, from West Lynne and Emerson.

Recreation

Emerson's first band was organized on October 16, 1878. A subscription list was circulated and $300 was raised to buy instruments. The band consisted of: M. Humphrey, leader; John Copeland, first B flat cornet; D. Evans, second B flat; John Lucas, first E flat; Peter Killer, second E flat; J.B. Delaine, first alto horn; Robert Carney, second alto; Wm. Hill, trombone; J.F. Tennant, baritone; Tom Tennant, Euphonium; S. Mortimer, bass horn; Jeremy Benson, bass drummer; S. Bulmer, side drummer.

The first baseball club, (The Gateway Browns) was organized in June, 1879, and the first match was played between the Whiskered and Unwhiskered of Emerson.

The Curling Club which organized in November 1879 got away to a bad start when the sixteen pairs of metal stones, worth $180, ordered from Montreal, didn't arrive until March. Lack of funds had delayed the shipment as members had not paid their fees. Upon the stones' arrival the club spent every available afternoon and evening in the rink. The first game was contested by rinks skipped by James Fraser of Pilot Mound and H.B. Crosby of West Lynne. First outside competition came from Winnipeg and following the return



REMAINS OF ANCIENT INDIAN FISH DAM ON ROSEAU

The remains of this ancient Indian fish trap may still be seen on the Roseau River today. Here hundreds of Indians from as far west as Bismarck congregated every spring to catch and smoke jacks, sturgeon and catfish. This was an annual event every spring after the fish started coming down stream after spawning. Six young bucks, stripped to the waist, were posted at the narrow neck of the 'V' made by the dam. They clubbed the fish and kept clear the baskets situated there. The squaws gutted the fish and then smoked them on piles of poles.

match in Winnipeg, players enjoyed an oyster supper at the Queen's Hotel.

A library association was formed in 1878, with the original committee composed of C.M. Alston, J.H. Carney, Charles Perry, Thomas Rooper, John Lusse, W.N. Fairbanks and Chas. Douglas (constitution and by-laws) A.W. Stylse, George Newcombe and Wm. Mills (building). Capital stock was $300 consisting of thirty shares at $10. each, all of which was subscribed and paid in three days. Stock was increased to fifty shares at $10. each in order to erect the building which would be large enough to be used for lectures, concerts and other forms of entertainment. Proceeds were to be added to the income of the association. The lot was donated by W.N. Fairbanks. The Pembina Branch Railway Co. donated lumber freight charges of $34 and townsfolk liberally gave some $500. The library Hall was built in the early part of '79, opposite the present Town Hall site on Church St. There was a formal opening in March, 1879, when J.W. Taylor, American consul of Winnipeg, gave an address on the subject, 'Red River Twenty Years Ago.' As the building was not equipped with seats, they were borrowed from the Anglican and Presbyterian churches. Church ladies provided refreshments. Two years later when the hall was fully equipped and the books had arrived, a strawberry festival was held on the adjoining lawn. Refreshments were served in tents and the band discoursed sweet music.

Emerson can claim an exceptional position in having literature placed at the disposal of its citizens.

By 1880, the town had passed the experimental stage and social life had become more stable with hospitality assuming greater proportions each year. In the New Year celebrations, the ladies received in groups and many four horse rigs were driven by the gentlemen.

Two young men of [illegible], George Lemon and Leslie Moir built a rink and the "International" records that the fire engine flooded same. By December 8, the rink was opened with the band in attendance. Previously skating was confined to the river.

Three hundred invitations were issued for the ball which was given at the [illegible]

Horse races on the river were popular and the International tells of the time they were held on the Main St. when the tracks had been obliterated after a storm. $100. was the prize given.

The hotelmen gave their annual ball that year in the opera house. 300 invitations were issued and an elaborate supper provided. There were patronesses and the ladies' dresses were described in the paper.

The carnival was a popular event. $10.00 was given to the best dressed couple. Costumes were interesting—suggestive of soldiers & luxurious living. Incidentally about this time, the skaters discovered that their rink was several feet too short.

In March, 1888 a Calico Ball was given by "The Three Links." It was a stormy night and the Fort Pembina string band which was to have provided the music got lost on the prairie and didn't arrive. An impromptu orchestra, the organist of the Anglican church Mr

Griffiths, assisted by a violinist and a cornet player officiated. Supper was served at the Emerson House.

Besides staging programs at Christmas time, churches regularly presented entertainments. Good local talent was plentiful, such as the "Waits" who made their appearance shortly after midnight on Christmas eve under the leadership of Nick Houston. Members of the choral group were C. and T. Irwin, Tutchell, McKinley, Maybee, Hepburn, and Matlock.

A branch of the Y.M.C.A. held services on Sunday afternoons for the benefit of those not attending church regularly. There were week night meetings at which debates etc. contributed to the cultural and educational life. One subject debated, which ended in a tie, was whether West Lynne or Emerson had the better chance of becoming a great city.

In 1880 Forepaugh Circus of two brass bands, elephants and camels etc. visited Emerson.

In January 1879, the second annual ball was given by the volunteer Infantry Co. and Band at Dufferin barracks. Supper was served by J.S. Delaine. Guests partook of elk, buffalo, prairie chicken, domestic fowl, pastry, confectionery, and port and sherry wine after dancing in the quartermaster's store house. Emerson people participated in the 4th of July 1879 celebration across the border at St. Vincent. The river steamer "Manitoba" was at the disposal of the community and made regular trips back and forth during the day. There was a popular parade which included the Emerson Sunday School children, the local church ministers, Mr. T. Carney and Mr. Taylor the American consul from Winnipeg who was the speaker for the day. Also featured was the march past by the Pembina Militia from the fort and a Winnipeg band.

In the summer of 1880, the band arranged a steamboat excursion and picnic. Captain Griggs donated the "Dakota" and a barge for the occasion, for which accommodation was arranged for 300. Tickets were $1.50 per couple and there was to be dancing on the barge. Unfortunately the steamer burned before the event could take place.

A number of townsfolk attended the "Payment" on July 18, 1879, at the Roseau Indian reserve. The day was pleasant barring mosquitoes.

September 1878 "One of the attractions in town this week is Edison's phonograph or talking machine, admission 25c.

There was a rifle range east of town and shooting matches were regularly held. The Emerson Volunteer Co. once competed for a Meerschaum pipe.

A floral fair arranged by Shepherd Delaine, for the benefit of the Library Hall was a new and novel form of entertainment and encouraged horticulture among the ladies and gentlemen of town. Flowers were from Rev. J. Scott's garden, from Pembina gardens and from individual exhibitors such as Mrs. Alcorn, Mrs. Carney and Mrs. Newcombe. The fair was repeated in 1881 in the new Town Hall. Hand-some prizes were given.

In 1882, the Canadian Press Association visited Emerson. In anticipation of the event, the City Council granted $400 to provide for their entertainment. The excursion arrived at seven a.m. and was met by Councillors McInnes and Bird with carriages to escort them to the Fairbank's residence where breakfast awaited them. They were then conveyed to the Town Hall where they were met by the heads of the corporation of West Lynne and Emerson. In the building, which was still decorated with flowers from the floral fair, the visitors listened to speeches and Mr Pense, president of the group, responded by saying that the hospitality received here had exceeded anything on their trip. After driving around town, through West Lynne to Pembina and across the ferry to St. Vincent, the party boarded their train and were away.

In those days, people attended strawberry festivals, peach festivals, lawn socials, church dinners, tea meetings, parlor socials, and maple sugar festivals. Trips were taken in wagons to the homes of some hospitable families such as the Coles' *Prairie Hall Farm*, where evenings spent in dancing and singing were enjoyed.

There was a local Scout Co. in Emerson in its early years. The Scout Co. under Captain W.H. Nash and Lieutenants C. Killer and M. Tennant, composed the guard of honor when in 1877 the Governor General of Canada visited the west and travelled down the Red River to Emerson. In the "International" of 1879, there are notices regarding church parades, sword drill, etc. pertaining to the company which consisted of the three named officers and thirty six rank and file. The following is a description of a sham fight as reported by a special correspondent.

"The forces proceeded to the west side of the river; the right half of the company under Lt. Killer was detached one mile north; the left half under Capt. Nash, formed an advance guard and proceeded to the prairie, where skirmishing took place. When the cease fire sounded, the company reformed and marched to the residence of Mr John Fleeport where refreshments were served." Young ladies of Emerson had been invited by Mrs. Fleeport to witness the fight and that night there was dancing on the croquet grounds.

When the second Riel rebellion broke out in 1885, Emerson organized a "Home Guard." Capt. Nash who was going to the front, appointed Mr C.A. Whitman captain and authorized him to use the equipment of the old Scout Co., which he had stored in his residence north of town [illegible] the care of Mr John Angus. Mr Whitman, the most enthusiastic member of the company tells this story—

There were about forty-five men in the Home Guard. One officer and two men patrolled the streets at night and were to alarm the populace by ringing the town bell. Everyone was scared out of their wits on the only night that it did ring, for a fire alarm. Mr. Whitman was on patrol more often than most as he was an enthusiastic member of the guard and could earn a dollar by replacing someone who wanted the night off. One night, he went to their barn in the south end of town to put down some hay for the cattle. He was wearing side arms but left his rifle at the door. Upon entering the loft, he discovered the place full of men and was as he related, "The first one down the ladder!" They turned out to be a roving band of men looking for a place to sleep. Another night, an officer and man had gone to the C.P.R. to meet an incoming freight train and to watch for trouble makers. Mr Whiteman stationed down town, heard two shots and was uncertain whether to sound the alarm. Presently, the others hurried down town to let him know that it had been torpedoes on the track. Mr Whiteman preserves the muster roll of this company as a valuable relic of his youth in Emerson.

West Lynne School, 1880 1939

At a public meeting in 1880, the householders of West Lynne appointed a school board of Messrs. M. Thompson, John Bunsey and Thos. Scott, and arranged for another meeting of citizens one week later to raise $1,000 towards the construction of a school. This was built on the well known site and opened in October with H. P. Hill in charge. In July the press tells of Mr Hill's departure and his being presented with a Bible and an inkstand as a parting gift. Mr Ambrose Stock, a member of the first Wolseley Red River Expedition of 1870, was appointed in his place. He was a good singer & musician and soon organized a singing class among the young people. Mrs. Jack McKee, then Eliza Johnstone, said she and her girl friends went to the singing school not because they were such good singers, but because of the social possibilities. Mrs. Dave Turner (Maggie Schwenn) attended the singing classes and sang in the Anglican church choir during the next fifty years.

There were 38 on the roll when Mr Stock started teaching. In the fall of '81, school did not open because of an outbreak of diphtheria. The second year school trustees were elected by acclamation, namely Messrs A. Shaver, J.N. Guthrie, J.A. Hoffman, Dr Gardiner, J. Frith, R.E. Fisher, Enoch Winkler, J. Edwards and W.P. Cheslie. When Emerson and West Lynne were united in 1888, senior pupils attended in Emerson.

The box elders along the front of the school site were planted by Mr. Archie Healey in 1890. The boys, who assisted him on that Arbor Day long ago, remember Mr Healey kindly.

In 1901 Mrs. E.H. Root taught at the West Lynne school—her first school. Like most of the West Lynne teachers, she gravitated to the Emerson school staff.

The R. Johnstone and Pocock families were always friends of the West Lynne teachers and were disappointed when, in 1939, the school was closed for economy's sake. The last landmark of past greatness has been swept away.

Early History of Emerson Schools

At a public meeting, Sept. 1 1875, the townsfolk decided that they must have a school and appointed three trustees, Wm. Wallace, Geo. Parker and W.F. Leslie to make immediate arrangements. The board energetically went to work and appointed Mr Green assessor to value property and a rate of one cent on the dollar was set. These were the days of $300 homes and [illegible] Bob W[illegible] was instructed to build a school house on Park St. near [illegible] Ave. It was a one room frame building and on Nov. [illegible] 1875, the sec.-treas. Mr Parker was authorized to pay him $175. The school was equipped and opened in January 1876 with Miss Anderson in charge at a salary of $30 per month for six months. Miss Annie Edwards was engaged for the second half of that year. In September an [illegible] storm porch was added at a cost of $15. Expenses for the first year were $417.84. Geo. Baldwin was the next teacher and this school served the purpose until 1879.

At the annual meeting in January, the subject of a new building was discussed. From the secretary's report, things seemed to have gone along somehow without a regular caretaker but with sporadic scrubbings and yard rakings, usually after someone had complained about conditions there. In January 1878, Rev Cyprian Pinkham, Prov. Superintendent of Protestant Schools, made an inspection. Mr. Baldwin, teacher for three years, started a newspaper "The Western Journal." The press records, "F.C. McIntyre opened school on Monday. Inside of a week, Mr McIntyre left for Winnipeg, where he later became postmaster. Mr Menary was hired, staying for three years to take a prominent part in all good works and in the advancement of cultural life in Emerson. Students in those days studied arithmetic, algebra, grammar, dictation, geography, history and reading. The parents were urged to visit the school to encourage the teacher and scholars. After the incorporation of the town, there were three trustees appointed in each ward namely Messrs. Burnham, Whitman, and Lane (North Ward) Chalmers, Armstrong and Gulliver (South Ward) and Bradley, Fairbanks, and McKechnie (West Ward). This board immediately engaged a caretaker, had the school repaired and cleaned, and asked the Dept. for regular inspection. They also appointed a committee to select a new school site and secured plans for a $3000 building, and 5 lots in Block E valued at $300. Overcrowded conditions had become such that there were 75 pupils on the roll and others anxious to enroll. For a time some classes attended in the forenoon and some in the afternoon. In the spring of 1880, the Library Hall was rented and Miss Edwards, an assistant, was hired at $25 per month. Mr Kerinot was janitor. Mr Menary stated at the next meeting of the board that two teachers in one large room caused considerable confusion which did not tend to help the advancement of pupils. A temporary partition was built which helped somewhat. At this time, the board appointed one trustee at each regular meeting to visit the school and from reports and discussions one would judge that this was ever. For the purpose of reporting on cleanliness, order and overcrowding, [illegible] from anxiety regarding educational progress. The school board met in the school rooms.

Thin partitions or overcrowded conditions did not seem to hinder the progress of those with a mind to work. In 1879, Isabella Ross (later Mrs. A. Turner) won an Isbister scholarship and in 1880, Louisa Baskerville (Mrs. Gunn) won second place in the same competition. School reports were published each month in the "International" & in March 1883 the four leading scholars in each class were: Fifth form - Emily Hooper, Louisa Baskerville, Mary Laidlaw and Bertha Guthrie. Fourth form - Jennie Smith, J. Halliday, Sara Beckstead & Belle Carney. Third form Sr. - A. Carmichael, Ida Wallace, Morton Leos and Wm. Chalmers. Third form Jr. - Minnie Stevens, Thomas Reed, Nellie Laidlaw and Florence Armstrong.

At the time of Emerson's Fiftieth Anniversary Celebration, pupils of that first school rode on a float—Mrs. F.S.Hall, Mrs. Al Turner, Mr. Joe McRae, Mr. Dave Turner and Mr. Frank Shields. Mrs. Carmichael (Bertha Guthrie) used to tell how Mr. Mensty cultivated a very long finger nail on the right little finger which he used as a pointer, much to the amusement of the boys and disgust of the girls. She told stories of another pupil, Rainsford Buckman, who had come with his grandparents from Nova Scotia. His mind was full of the sea and ships and he was continually drawing pictures of boats of every description. The young man later made a name for himself. He designed an oil tanker while working on the Great Lakes and exhibited a model of it at the Chicago World's Fair in 1893. So great was his progress that eventually he became Naval Advisor to the Sultan of Turkey in 1904. The youngest Clark brother, Jack, was noted for the poetry he wrote about everyone and everything that happened at school in those first school days.

From 1880, the board continued viewing plans for a new school and in May discussed with Mr. [illegible] the wisdom of driving piles for the foundation. They sent plans for the brick veneer building to Winnipeg for approval as required by law. Noble and Fallis of Emerson were given the contract and the building was completed by fall. Debentures of $100 with half yearly coupons for 21 years were issued by the board and advertised in newspapers all over eastern Canada as well as in Emerson and Winnipeg. Later the time was extended one month and the interest increased from 7% to 8% because tenders did not come in. Finally one offer from St. Paul, Minn. was accepted.

That fall, only the lower part had been completed. The brick walls and roof above had been built and the ceilings of the rooms below were made as warm as possible.

The new school, when opened in 188[illegible], seemed well equipped and registers had been provided for each room. Attendance was 106 and a third teacher was engaged. Under D.H.McCalman the school was raised to the status of an Intermediate school. J.A. Quigley taught the intermediate room and Miss Glenn the primary room.

By 1884, financing became difficult because of the decline in business in Emerson after the boom. The teachers hung on trying to keep the school open even though they were paid partly in cash and partly in paper orders which were heavily discounted at the stores. In June 1885, the school board was forced to tell the staff that school would not open in the fall. Until May 1886, there were no regular classes, although Mr. McCalman was granted the use of one room to carry on private classes. There had been private schools operating in Emerson and West Lynne since [illegible]. Mr. W. W. Unsworth had a school for boys in West Lynne of which Mr. Jack Molloy was a pupil. Mrs. Ross conducted a school for girls, of which Mrs. Fanny Smith (Minnie Johnston) was a pupil. In Emerson Mrs. Moir and Miss Austin taught music and other lady like accomplishments.

After closing the school, the board continued to meet regularly and made great efforts to keep paying part of the contractor's debt

LIVED TO 100 YEARS

The wife of the last medicine man in the Roseau Indian Reserve lived to the ripe old age of 100 years.

EDITOR OF "THE ECHO"

Tom Bradshaw editor and publisher of the Emerson City Echo just prior to the first war. After the war he did not return.

Other editors were Jackson, Hall, Fred Bradshaw, Lloyd Maynes, Brew and Waters.

interest on debentures [illegible] by 1888 there was some improvement. School re-opened in May with D.H. McCalman and Miss Gray teaching in Emerson and J.A. Baigley in West Lynne. The financial struggle continued and the Department of Education refused to recognize it as an intermediate school, resulting in an even smaller grant.

Mr. McCalman was made a school inspector in 1888, and during the years 1890 and '91 he conducted a third class normal school in the fourth room in the winter months. Miss S.R. Root (Eva Morrison) and Miss Jennie Goodhaw took their first teacher training in 1890. In 1896, a fourth teacher was hired. Meantime, Miss Eva Morrison had been the primary teacher from 1890 - 1897. The middle aged people of today who went to school in Emerson remember Miss Morrison as their first teacher and Miss M. E. Stillington in grades 4, 5, and 6. At the time of the 50th anniversary about fifty young people rode in a hayrack dressed as school children, accompanied by their former teacher Miss Stillington then Mrs. Thos. Jackson.

In 1908, the second school burned down and in 1909, the western half of the present school was erected at a cost of $10,000. During the construction period, classes were held in the town hall and [illegible] hall. Ten years later overcrowding necessitated the moving of the primary room to the Anglican Parish Hall. Mrs. J.G. Mackenzie was the teacher. The second half of the school was built in [illegible] at a cost of $12,000. In 1920 the status was raised from intermediate to high school and ten years later a collegiate department was formed.

In 1950, there were eight teachers and many being students from rural areas, as a shortage of teachers has developed throughout the province.

Concerning Women of Emerson

New Year's afternoon hostesses of 1883 as announced in the International were Mrs. W.N. Fairbanks and Mrs. Styles, Mrs. H. J. Suffel and Mrs. Wiley, Mrs. C.S. Douglas and Mrs. R.B. Johnstone (Fairbairn), Mrs. Bateman and Miss Suffel, Mrs. Bradley and Miss Boston, Mrs. L.T. Owens and Miss Owens, Mrs. T.V. Bradley and Mrs. Smith, Mrs. Tom Carney and Mrs. James Carney and Miss Belle Carney, Mrs. D. Creighton and Mrs. and Miss Creighton, Mrs. Wm. Aikens (Gore St.), Mrs George Walton (Park St.) and Mrs. Delaney (Dominion St.)

These New Year's Day receptions were important functions in those early years. Blinds were drawn and rooms lighted, in some cases, with candles. Liveried page boys admitted callers in some houses. Gentlemen made up parties and hired conveyances for the day. Trips were sometimes made to Pembina as in those days the two towns fraternized socially. One gentleman, years later, confessed to having drawn up his itinerary for his party so that they might alternate between homes where coffee was served and those offering stronger beverages. On one very mild New Year's Day a group of bachelors, wearing straw hats, rode about in a hay rack.

Before 1900, these original families, whose names are mentioned, had all left Emerson. Other families had gradually become established to form the backbone of the business, social and cultural life. A second generation was growing up and beginning to change the social picture of Emerson. A few families were now sending their daughters to eastern Canada to study music, elocution, and other accomplishments. The Baigley daughters, Zella and Nita, graduated in 1904 from Albert College where their father had taken his degree in Arts many years before. They and two associates organized a concert party and toured Manitoba in 1905. The elder sister, Zella, taught school and then married to make her home in Penticton, B.C. She took an active part in community life and was president of the local Women's Institute, then of the B.C. provincial organization. In 1946, she was elected president of the Federated Women's Institutes of Canada.

Margaret Young might be called Emerson's first career woman. She started teaching school and while in Emerson taught in one of the junior rooms and conducted drawing classes in the senior rooms. Deafness made it difficult for her to continue in this profession. She went to Minneapolis, where she studied law and continued in that profession.

The daughters of Jacob Young were all expert needlewomen and excelled in embroidery, lace making, and other artistic lines. Classes in fancy needlework, knitting, crocheting and embroidery were held in her home by Mrs. T.C. Muirhead.

Mrs. Ellen Delaine contributed greatly to life in the community. She was a practical nurse for forty years after she had been left a widow with three children to raise. Mrs. Delaine had come to Emerson in 1878, when the Red River boats brought in the first settlers. She lived in a sod house on a farm, three miles west of the Hudson Bay post and experienced the tragedy of losing her first husband, Sam Smith, when he perished in a snow storm trying to make his way home from Emerson. A few years later she married Jack Delaine. Her daughter, Alice Lynne, was the first child born in the new town of West Lynne. Mrs. Delaine endeared herself to the people of the whole countryside. It was said of her that she never left a home without baking a batch of cookies and a plain fruit cake to leave the larder well supplied before the convalescence of the mother, usually after childbirth.

Newspaper accounts of weddings of well known Emerson people have been perused, but none attracted as much attention as one of 1882, because of the unusual circumstances surrounding the event. Miss Mary Sinker was about to become the bride of James Dowswell of Emerson. Miss Sinker's parents lived in Minnesota and on the appointed day Mr Dowswell arrived with a marriage license obtained in Emerson and a clergyman from Emerson to perform the ceremony. The clergyman began to doubt the regularity of the marriage, if performed in Minnesota, so all climbed into a democrat and drove north till they reached the boundary road. The marriage then took place in Canada. Mrs. Dowswell operated a boarding and rooming house in Emerson for many years and catered on special occasions.

There were no women's organizations in Emerson, other than those connected with the church, until 1916, when a few public spirited women banded together to form a Home Economics Society afterwards known as the Women's Institute. Among its charter members were daughters of pioneer people including Mrs. Frank Bell, first president; Mrs. J. McRae, who made a success of the war aid effort in 1914-18; Mrs. S.R. Root, a leader in church and community life; Miss Ethel Whitman, first secretary; Mrs. M. Wallace, one of the progressive young married women; and Mrs. Casselman, who was a leader in the musical life in Emerson throughout her lifetime.

Mrs. E. Vance who lived in West Lynne until about 1888, was a talented artist and many a young lady of Emerson painted a picture under her tuition.

Mrs. S.A. Cameron, also a talented artist, came to live in Emerson about the time Mrs. Vance left, and, strange to tell, moved into her house and before long was giving painting lessons to young women of another generation.

When the founders of the town came in 1874 to take possession of the site they had chosen, they found one family living on the south west corner near the river and across from the Hudson's Bay post. This family was Mr. and Mrs. William Faille (Foy) and two young children. Mr. Faille was employed by the Hudson Bay Co. and went to and fro by boat. Mrs. Foy as she was called, was remembered, not only as the first woman residing in Emerson, but also as a highly respected member of the community.

Mrs. Wallace (Mabel Forrester) related that her first public duties as a member of an organization were to circulate a petition asking for the franchise for women of Manitoba and to interview the members of the Alexandria Block Syndicate, requesting that a fence be built on Main St. to screen the unsightly ruins after the fire. She related that these gentlemen rather resented interference of women in their affairs, but later when E. Casselman acquired control of the property the fence was built.

Mrs. Bell was the daughter of the Hoopers, who were one of the early-comers to Emerson. She recalled that Bertha Guthrie was the first girl to ask her to play with her. The Guthries and Hoopers came in 1878 and Bertha (afterwards Mrs. Casselman) and she continued to be life-long friends. Mrs. Bell was renowned in Emerson as a hostess and home-maker. She was always in demand at public social functions to arrange entertainment. She was a leader in Anglican Church life and loved amateur theatricals in which she both directed and starred. On one occasion in the old town hall, she was in a play called the "Arie Belle". Mayor Robert Hamilton, the chairman, was given a copy of the evening's program and announced the name of the play as the "Arie Belly". The audience rocked with laughter until Jim Van Wharf stood up amidst the crowd and cried out, "It's alright, Robbie, an Irishman can have a second chance. It was some time before the old red curtains could be pulled aside and the play begun.

It was Mrs. Bell who inspired the Women's Institute to prepare a history of Emerson and the work was begun in [illegible]. The name of Mrs. Frank Bell has been inscribed in the "Book of Remembrance" of the Manitoba Women's Institutes record of notable women.

Some Trials and Troubles of the Early Days

In 1878 when there was no market for wheat at Emerson Mr William Clark used to haul his grain to the mill at St. Norbert and returned with flour. The trip, made with oxen over rough terrain, took a week.

There were difficulties in securing titles for land. Many people had squatted along the river on land, which belonged to the Hudson Bay Co. Some farmers had paid the higher price per acre the company charged but not all were willing to give $12 per acre when their neighbors on government lands paid $2.00. The Clark brothers, Hiram and William, resisted. They had chosen four lots just north of Capt. Nash's place. Two of the lots turned out to be part of a reserved tract owned by the H.B.Co. That winter the Clarks cut lumber near Grand Forks and on their return in the spring were told by the sheriff that he would visit their place the next day with a writ to put them off this land. The sheriff, who was in sympathy with the settlers, had delayed presenting the order until the brothers had returned as previously only the father had been at home. Needless to say the Clarks were prepared and the sheriff was unable to carry out his orders. The Hudson Bay Co. then sent out special officers, but the Clarks were forewarned and met the men on the edge of their property. The Clarks were powerfully built men, having been raised in the logging regions of the Ottawa river and succeeded in intimidating the officers. So many complaints reached Ottawa from sources along the river that they finally sent Mr. Lang of the Dept. of the Interior to Emerson. From the Hooper brothers, he bought a boat, 10 ft. x 18 ft. with a provision for a cook house, office, etc. on board. In the ensuing five weeks he floated down stream, stopping off at each settlers place to examine their claims. Satisfactory settlements were reached and the H.B.Co. agreed to accept land in exchange in other sections of the country.

Prairie fires were common and menaced farm homes and stacks of hay. As late as 1882, homes on the outskirts of town were threatened. In 1879, the H.B. post at West Lynne had a narrow escape. Prairie grass was tall and thick and stretched for miles in open country. Mrs. George Allan tells a story of prairie grass. Her parents lived north of town on the east side, some little distance from the C.P.R. railroad. Occasionally she would visit the Conway girls in Emerson. After a walk down the railroad tracks, she would be obliged to walk through the long grass, which higher than her head. She would be accompanied by her mother who unwound a ball of wool as they w[illegible] The next day, the mother watched for her daugh[illegible]d repeated the performance.

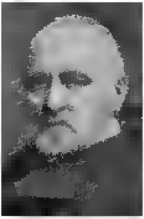
Return[illegible]ed were more than satisfactory with [illegible] in ev[illegible] on the incredible Mr Campbell harvested 555 bushels of whea[illegible] en acres as well as 100 bushels of oats to the acre and 80 bushels of potatoes per acre. A-V Beckstead grew beets that weighed 38 pound each, cabbages 40 pounds, and onions 1½ pounds. M Goodhere sold cauliflower the size of a peck and Dr Bedford grew 400 bushels of turnips on one acre. That year there were no grasshoppers.

WADDELL GRIST MILL.

A picture of the second Waddell grist mill under construction, replacing the first one that burned. It served the district until it burned down in 17 [illegible]8 and was never rebuilt. Dominion City also boasted a brick yard in the 80's, and this yard supplied the bricks for the Winnipeg City Hall. Dominion City houses were not built of brick because the soil was not suited to the heavy buildings.

Civic Affairs

At the first town elections conducted in January of 1880 Thomas Carney was elected mayor by acclamation. There were four nominations from each ward for councillor. Those elected were John Smith and Enoch Winkle from the south ward, Casper Killer and George Newcombe from the north ward, and Johnstone E. Cooper and J. Carmichael from the west ward. The mayor, councillors and other prominent citizens addressed a public meeting in the evening. Two hundred and eighty [illegible] persons had voted and there were five hundred and thirty [illegible] on the list.



Thomas Carney

At the first council meeting held in the office of the Emerson and Turtle Mountain Railway Co., F. F. Baldwin was appointed Sec.-Treas., pro tem. There were nine applications for the position and Mr. Baldwin was elected.

Councillor Cooper submitted a design for a seal, which was ordered.

There were four applications for chief of police, one for city engineer and one for city scavenger. These were tabled until the next meeting.

Councillor Newcombe — That all motions be submitted in writing. It was resolved that all by-laws submitted be read three times and a week's notice given of motion and in writing.

Councillor Cooper — It was resolved that council take steps re the printing of notices for application for a charter to build a bridge across the Red River within incorporated limits.

F. E. Burnham was appointed town solicitor at $200 per annum. Finance committee was instructed to borrow $700 to meet current expenses. Finance committee was instructed to communicate with the Minister of Public Works regarding a free ferry.

At a second meeting in Feb., Councillor Newcombe moved that there be a committee appointed to prepare a program for procedure of meetings.

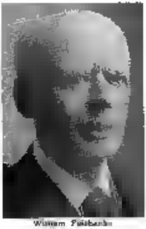
More applications for policemen were examined.

License and police committee — That a constable be appointed for each ward without fixed salary, merely fees as incurred.

That hotel licenses be $150 and shops likewise.

Board of works submitted correspondence on subject of bridge. A petition was drawn by the solicitor to the Ottawa government, praying for a charter to build a bridge across the river and stating the necessity

Archie McKay


William Fairbanks

finance committee reported that Councillor Lilley was in Winnipeg to arrange for borrowing money from the Merchant's Bank. A bill for election expenses of $43.[illegible] and $4.66 for the bridge charter notice sent to the Canada Gazette were handed in.

A committee of rules was appointed.

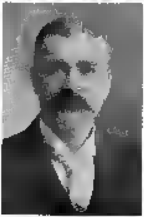
Fire, water and light committee reported a recommendation to buy a fire engine, also that a by-law be passed ordering that brick instead of stovepipe chimneys be erected.

In May, 1880, F. Lane was appointed city assessor. Sidewalks were built on Main St. The firm from whom the fire engine was purchased, having no instructions from the city fathers, christened it O. P. Jackson. A plaque was attached to it bearing the name. Annoyed citizens, through the columns of the weekly paper, protested, maintaining that the engine should have been named after a pioneer citizen. It seems O. P. Jackson was the agent for the company. A fire brigade had been organized in the meantime with J. N. Noble as chief, Orion Batchelor and [illegible] McCall as first and second assistants, and G. F. Baldwin as sec.-treas.

In Sept., 1880, the town passed a by-law issuing debentures to borrow $40,000 for a free traffic bridge. By October, an official opening marked its completion. The flood of 1881 carried away the first bridge, but the following year it was re-built two feet higher. During the high water of 1883, the river swept the structure away for the last time as the iron bridge at the foot of Morris St. was then in use. Old timers tell of Wm. Fairbanks spurring his horse to get over the wooden bridge just as the structure gave way.

By 1881, the assessment roll was $760,300 and later the town limits were extended to increase the assessment to $1,500,000. Liabilities of the town consisted of the debentures of $43,400, maturing in 1900. A grant towards the reconstruction of the former wooden bridge, amounting to $10,000 and $5,000, had been given by the Dominion and provincial governments.

August 1882 The Emerson fire brigade, named the Houghton Hose Co., has nobby uniforms; regular fireman's hat of best make with shield of leather and brass figure of a fireman; uniform of white woolen material and black pants, and $1.00 shirts, made in Chicago, with B.H. embroidered in two shades of blue on the front. A smart belt completed the outfit. [illegible] the brigade undertook to pay for.



Dr. D.H. McFadden

October 1882 The town council voted to buy uniforms for three policemen at $40.00 a suit and $30.00 for each overcoat.

December 1882 A violent disagreement between Councillors Forsythe and McInnis delayed business at the last meeting. Chief of Police Scully retired and returned with two large butcher knives, placing one in the right hand of each of the contending councillors. Mr McInnis finally withdrew.

Following a three year term, Mayor Carney was succeeded by Mr Wm. Hill Nash, Emerson's first lawyer, owner of considerable property, Registrar of Deeds, and head of the local company of militia. He held office for three years until 1885, when he was called to the front, when the Riel Rebellion broke out in the west. During Col. Nash's period, dissatisfaction arose among the citizens because of party political influence in town affairs and management. Tommy Cole, who was town clerk and a popular young man in some circles, was suspected of misusing public funds. In Mr. Nash's absence, Mr. Beemer (called the "Boomer" as he was an auctioneer) was acting mayor. He dismissed Mr Cole and put Mr Fairbanks in the town office. A group of conservatives mobbed the town office and threw the books in the street in protest. It soon became evident that Mr Beemer had been justified in his actions and Mr Cole hurriedly left town.

As a result, the liberals elected Mr A. G. Irwin in 1886. Mr Irwin, a broker, along with his brother Charles, were associated in the firm of Maybury and Irwin, private bankers. They were fine singers and were prominent in local music circles.

In 1887 Mr Archie McKay, a young lawyer, became mayor of Emerson. In his office, Mr David Forrester studied law. Mr McKay later moved to Superior, Wisconsin, and advanced to the position of County

Court House

Charles S. Douglas

In 1888, Mr. C. S. Douglas, editor of the "International", served one term as mayor. He then left for Vancouver to publish a newspaper in that city and was shortly elected mayor.

John W. McDonald

Dr. D. H. McFadden, who had come to Emerson in 1880, was mayor from 1889 to 1898. His professional card appeared in the International of Oct. 1, 1880, along with the editor's comments that: "Dr. McFadden, V.S., is enterprising. He is working up a good practice and evidently understands his business."

During Dr. McFadden's term, a delegation was sent to the Norquay government asking that legislation be passed authorizing the issuing of $[illegible]05,000 at 3% payable in twenty years. The government was to guarantee the interest, but not the principal. Emerson was to assume $88,000 and West Lynne the balance of the liability. Conditions in the two towns grew steadily worse, forcing the government to pay the interest for several years. Finally the town was placed in de[illegible]ship.

Dr. McFadden was elected the member of the provincial legislature for this district in 1892 and continued to work towards helping Emerson out of her financial difficulties during his twenty-three year term as member and when he was Minister of Public Works in Hugh John Mc

Robert Hamilton

David Wright

Donald's cabinet. From 1900 to 1917 he held the portfolio of Provincial Secretary in the Roblin government and through his influence, a compromise was arranged whereby the owners of the debentures of the outstanding debt accepted $35,000 in cash which the government agreed to pay on condition that Emerson and West Lynne unite. Thus the Manitoba government became the sole creditor of the Town of Emerson. $1,050.00 was to be paid to the government annually, the interest at 4% being first deducted and the balance applied to the principal.

Charles Whitman

When the Manitoba government placed the business of the town into the hands of a "receiver", Mr David Wright was appointed and he acted from 1893 to 1901. People felt that too much power had been given to one man and accordingly W. W. Unsworth was appointed with an advisory committee of three namely Jerry Sullivan, Chas Whitman and Geo Johnston.

By 1904, Emerson was again in the position to manage her own affairs. Most of the land once abandoned by former owners and was sold for [illegible], thus improving the town's financial standing.

George W. Johnston

John W. McDonald was the popular choice for mayor in 1904, the beginning of the reconstruction period in Emerson's history. He had come from Ontario to carry on the business of selling horses and farm implements, which had been begun by his father Archibald McDonald, in [illegible]. After twenty-two years of [illegible] in Emerson, Mr McDonald and his family moved to Portage La Prairie where he passed away at the age of ninety-four. Members of the council of 1904 were David Wright, Chas Whitman, Geo Johnston, Robert Irvine, J. A. Redeby and Wm Robinson.

Mr Robert Hamilton, mayor in 1905 - 6 - 7 and again in 1909 and 1910 was a pioneer townsman and [illegible]. Primarily engaged in brick and plaster construction

William Watson

work. He later operated an up to date hardware store and threshing business. Affairs of the town, school and church were of vital interest to Mr Hamilton and he enjoyed the competition of an election. His whole family was characterized by a keen sense of humour. The morning after his first election, his daughter, Margaret, on serving him his breakfast remarked, "Good morning Mayor here's your egg." Mr. Hamilton was chairman of the school board for several years and took a special interest in the welfare of the teachers, whom he invited to dinner each year on his birthday. In 1911 Mr Hamilton's full life ended tragically. While serving on the immigration staff, he was walking to the junction on a wild, stormy night and run over by a train.

Ezra Carmelson

Mr. David Wright, town receiver from 1883 to 1901 and mayor in 1908, came to Emerson in 1878 and worked on the construction of the railway, linking Emerson to Winnipeg. After establishing himself in Emerson and bringing his family from Ontario, he engaged in the cement block making business in 1904 and built several homes in Emerson. After the death in 1915 of the registrar, Mr. John Angus, who had served since 1885, Mr. Wright was appointed. After the town hall was destroyed by fire in 1917 Mr. Wright carried on his work in the vault of the former office, while the new hall was being built. When winter set in, the place was heated by a portable coal oil stove, but there was no means of ventilation. On Christmas eve, Mr. Wright did not come home for supper. A search was made and he was found where he had fallen from the high stool on which he sat to work. The cause of death was thought to have been the result of the gradual depletion of oxygen in the air by the coal oil stove and large lamp. Herbert R. Wright, son of David Wright, represented Emerson constituency in the Manitoba legislature from 1943-49 as an "Independent."

Mr. Chas. Whitman, mayor in 1911 came from Nova Scotia to Emerson at the height of its prosperity in 1881. In 1885, at the time of the second Riel Rebellion, Mr. Whitman was given command of the local militia when Capt. Nash went to the front. Mr. Whitman engaged in the wood and coal business when hard coal was sold for as low as $10.00 per ton. He also drove the mail to Pembina, daily except Sunday for several years. In 1903 he bought the hardware business of the late Robert Hamilton and exchanged premises with his son, C.A. Whitman who operated a grocery and dry goods store. Mr. Whitman was chairman of the school board for many years and saw the old brick school house burn down and a new one built during his term of office. Councillors for 1911 were Robert Irvine, David Wright, William Watson, G.W. Johnstone, John Paterson and L. H. Ashby.

Mr. G.W. Johnstone was mayor of Emerson in 1912 and 1913. He was a resident of West Lynne and the youngest son of Robert Johnstone Sr. a pioneer citizen. Mr. Johnstone was the travelling representative for an implement company and later moved to Winnipeg.

Wm. Watson was elected mayor in 1914. He had come from Ontario in 1880 and had engaged in the livery and feed stable business until the advent of the horseless carriage. In 1915 he was appointed post master to succeed the late D.H. McLean and served until his death in 1940. He was succeeded by his daughter Hazel, who retired in 1942 to join the Women's Army Corps.

Mr. Ezra Casselman, a druggist, became mayor of Emerson in 1915 and served for twelve consecutive years. He came from eastern Canada in 1882 after having graduated from the first class of the Ontario School of Pharmacy. By 1884, he owned his own business, in which he continued until 1941. An era of progress began in 1915. Councillors were Wm. Robinson, R.A. Johnstone, John Templeton, Richard Davis, M. Schuler, and Harold Whitman. In 1917 the new town hall was built at a cost of $40,000. With assistance from the provincial government, the sum was paid in three years. Mayor Casselman circulated a subscription list among the citizens and the proceeds bought the piano for the auditorium, which is still in use.

James B. Andrews

In 1920, the soldiers' monument was placed on the town hall grounds, where a fine lawn and flower beds gave the corner an air of well being. The committee responsible for the erection of the memorial was composed of: Chairman E Casselman, Sec Norman McDougal, Treas S.G Masterton, James McLean, T J Connell, Dr Elliott & Wm Lindsay. The money was raised by popular subscription. Ralph Connor popular contemporary author gave the address at the unveiling ceremony. In 1920, the town built its own electric power distribution system in conjunction with Pembina N.D who were building a power station to generate enough electricity for both centres. The public utility not only helped to improve living conditions, but also proved to be a fine source of revenue. Councillors at the time were, W.R. Fairbairn, John Templeton, H.H. Whitman, Robert Sanders, S.R. Root and R.A. Johnstone. Since 1930, smaller units like the Pembina Light and Power Co. have been absorbed by larger and more reliable sources of power in Minnesota, until at present electrical power is supplied by the Otter Tail Power Co. of Fergus Falls, Minn. Several years prior to 1912, George Pocock dreamed of supplying the town with electrical power by harnessing the waters of the Roseau River rapids. Experts were consulted but the plan was proven not feasible. Mr. Pocock, a miller by trade had come from England in 1880 and had bought the H.B. Co mill in West Lynne. Emerson had a telephone system, then the Bell Telephone Co in 1900. The central was located in Casselman's Drug Store, where Minnie Williams was the first day operator and Hug Wood the first night man. To begin with, there were about forty-five subscribers and three party lines. The Manitoba government purchased the Bell system in Manitoba in 1908 and in 1930 the present telephone exchange in Emerson was built. In 1914, there were 104 local telephone and 113 rural subscribers. By 1952, these numbers had increased to 407 local and 128 rural subscribers. In the summer of 1925, a three day program was staged by the townsfolk in commemoration of Emerson's 50th anniversary actually one year previous. There was a monster parade of floats, depicting the stages of the town's development led by the mayor on horseback. Sports and pageantry occupied the afternoons at the park and in the evening, the choral society and dramatic club provided entertainment at the town hall. Girl Guides and Brownies performed and all organizations participated. Pictures taken in the days of celebration hang in the Women's room of the town hall.

Walter R. Forrester

In 1916, Mr L.H. Ashby replaced W.W. Unsworth as secretary-treasurer of the town. Mr Unsworth had been sec. treas. since 1902 when he was receiver for four years. He had originally come to West Lynne in 1882 to conduct a Catholic School for Boys. He was an enthusiastic member of the Emerson Lawn Bowling Club.

Mr L.H. Ashby, secretary-treasurer from 1916 to 1941 came to Emerson in 1897. He tried his hand at farm work until 1901 when he became assistant to Mr John Angus at the registry office. In 1904, he established his own business but sold to J.C. Mackenzie in 1913 and moved to Vancouver Island. He returned to Emerson in 1916 when the town was in need of a new secretary-treasurer.

Mr J.H. Andrews was elected mayor in 1936 and acted in this capacity until 1945. He had opened a law office in Emerson following the first world war. He came at the time the town was campaigning for support of the building of the electrical system and he soon became a popular leader among the war veterans and in demand as an after dinner speaker on many occasions. During Mr Andrew's tenure of office, the municipal rink was built in 1938, replacing the former one on the same site. This was Emerson's fourth rink. The first was situated on Park St. and was torn down in 1881 to make room for two brick houses to be built there and which are still tenanted to this day. The second rink was on Main St. near the present federal building. At times, people skated and curled on the river.

The town debt, dating back to 1882, was finally paid in 1944. The final payment was $67,000 and Emerson was "Out of the red" for the first time in its history thanks to the earnings of the light and power department. Streets were improved, more cement sidewalks built to replace the wooden ones and sewers laid to drain the main business section of the town. Councillors during these nineteen years included Hamilton Stewart, Robert Johnston, Robert Sanders, J. C. Mackenzie, P. Lofquist, W. L. Hughes, F. J. McConaghey, W. R. Forrester, E. Dorge, Geo. Turner, J. A. Wilson, J. Munro, A. Zgornicki, W. J. McFadden, T. A. Speer, C. C. Turner, W. D. Harper, W. S. Wightman, J. J. Long, H. A. Root, N. McDougall, O. Malmgren, Vic Moore, A. M. Martwig, L. Careless, J. H. Spafford, J. H. Johnstone, S. Hughes and J. D. Gacky.

Mr. W. R. Forrester was the first mayor of Emerson, born in Emerson. He was the son of David Forrester, L. L. B., whom he succeeded in business in 1912. He was elected in 1945 and in the five years following, the Red River valley experienced two floods. The floods of 1948 and especially 1950 tested the mettle of the mayor and councillors. W. H. Storms, H. E. Pete, J. D. Gacky, Leonard Careless, E. F. Weitzman, and Hugh Templeton. S. M. Irvine, G. Beeston and C. Fedyar were on the council during the 1948 flood.

Meantime, streets had been gravelled and a new road built on the one mile to connect the town with the new gravelled highway on the east side of the Red River.

In the fall of 1949, a new fire hall was built and in 1950, the town cistern was reconstructed. New fire fighting equipment and an ambulance was acquired and an active volunteer fire department, operating an ambulance service in conjunction, was organized under the leadership of Wm. Wightman. The town also purchased new road repair and maintenance machinery for both summer and winter use.

In the summer of 1950, Mr. Forrester was appointed one of a committee of three called the Red River Valley Board, set up by the Man. government. The board was to assist people in the work of flood rehabilitation. As a result, homes and buildings were renovated throughout the town. A new traffic bridge across the Red River south of the C. N. R. bridge was opened in 1952, following the completion of the new paved highway to Winnipeg on the west side of the "Red". New customs and immigration buildings are being erected on the boundary along the route of the new highway.

Pioneer Story

MRS. J. BATCHELOR'S STORY (as told by herself)

I came from London, England, in 1873 to Port Perry, Ont., where I met Mr. Batchelor, who had arrived from Lincolnshire ten years before. We were married in 1874 and left for Manitoba along with Mr. and Mrs. Louis Duensing. We drove in a wagon to Collingwood and went by boat to Duluth, thence by train to Fisher's Landing where we embarked on the Red River stern wheeler, the International, for Emerson. We stopped at West Lynne at the customs office where Mr. Bradley was the customs officer. I remember the train trip well as Mr. Duensing wanted me to carry his caged parrot on the train and

I refused. I was young and proud, I suppose, and he scolded me saying bad luck would surely come to me. Besides the parrot, Mr Dunning brought a horse, hens, sheep, apple trees and some earth to put in a garden.

We arrived in Emerson on June 23, 1874 and were met at the boat by Mr Carney and Mr Fairbanks, who persuaded us to stay although we were on our way to Fort Garry. Mr Batchelor had invested his savings in part of the stock we brought, so we had only $4.00 left when we arrived in Emerson.

Messrs. Carney and Fairbanks loaned us tents to live in, but Mr Dunning didn't enjoy tent life and built a shack of willows plastered with mud, in which we all lived for a time. He later built a little house on the lots for which he paid $50.00 a lot. The only other building there at the time was the Hutchinson House and it had a tent roof.

While in the willow hut, a severe electrical storm drove us out of its confines. It was a wonder that someone was not killed, as the horses of the North West Mounted Police at Dufferin broke loose, swam the river and stampeded through the tents of Emerson. It was only by the flashes of lightning that we were able to find our way to the Hutchinson House. Everyone sat up until morning in the one large room. It must have been Saturday night, as there was a minister there that was to conduct a service next day. For years afterwards, we talked about the "great stampede."

We stayed in Emerson only a short time, but during that interval, quite a number of Canadians and Americans arrived and their tents were scattered in the space now occupied by the business section. Mr Batchelor went to work for Campbell Bros. on the west side and came for me with a horse and Red River cart. The horse had to swim a small river and I was afraid.

I was "green" about country life and was surprised to see such beautiful grass only to find out that it was a small field of wheat. One day Mr Campbell said to me, "shade your eyes and look at the sun." I answered, "It looks as if it is snowing." Mr Campbell replied, "No, it's grasshoppers coming and my wheat will be gone before morning." It was. The grasshoppers had eaten the heads of grain and there was very little not destroyed that fall. The grasshoppers laid eggs that hatched in the summer of 1875 and the ground was black with them. They ate everything as they went. If it was a rose bush they started up the stem devouring every leaf. People tried smoking them out with smudges, but it was no use. At this time, the Campbell's were living in a log house and I did the cooking in a fireplace and later on an old cookstove outdoors. When I was frying meat, grasshoppers would jump in the pan, but nevertheless I enjoyed the life as I was young and it was all a novelty. The government sent in supplies of pork and flour and took a mortgage on the land calling it, "Grasshopper Relief." We didn't even have potatoes, in fact nothing at all, so we got 25 lbs. of salt pork and a couple of bags of flour. When the Goodhams came later the government tried to force them to pay off the mortgage but they couldn't do so as the Goodhews didn't yet own the land.

In August, Mr Batchelor went to work for Captain Cameron, who was in charge at Dufferin, where the camp of the boundary survey party was located. At this time, Captain and Mrs. Cameron and servant, together with Capt. and Mrs. Herchmer and their two children and servants, lived at Dufferin in the officer's quarters. Well do I remember Mrs. Herchmer singing, "After the Ball."

The Camerons soon moved to a farm further north called, "Emmadale" for Mrs. Cameron the daughter of Sir Charles Tupper. We stayed at Camerons until November when Mr Batchelor got a log cabin on the east side, near where Manchester school stood. Here my first child was born on November 24. By this time, Mr Batchelor had become disgusted with the new settlement and had asked his uncle for money to travel back east. The money was so long in coming, that he changed his mind and decided to stay after all. The log cabin was unsatisfactory so Mr Batchelor bought a bell tent from Dufferin, and spread buffalo robes on the ground. With a stove, two chairs, table, bed and trunks, we started life in February in our own home and were very comfortable. The tent home was located on the Goodhew place and we were squatters. Later we built what was later the Goodhew kitchen and lived in it for a year until Capt. Cameron moved away and asked us to care for 'Emmadale'. We sold the few remaining household effects and the machinery for seed and realized about 5c on the dollar.

One day Rev. John Scott came to Bell and Fawcett's hotel north of Emmadale and arranged to have a prayer meeting. Word was sent to us to attend and although we were invited for supper and to stay the night, I asked him to come home with us. While in our place he "fell in love" with Emmadale and finally bought the place from Capt. Cameron. We remained in Emmadale until spring and then went back to our "Goodhew kitchen. Following the birth of our second child in March, we sold our "rights" to a Mr. Sharpe for $400, who later sold it to Goodhews.

Mrs. Fawcett was my nearest neighbor and asked me one day to accompany her across the river to visit a sick woman. Mr Fawcett took us across in a canoe, but when we wanted to return the canoe had disappeared. It was taken by two Indians who wouldn't give it up until Mr Fawcett had promised to give them "Skid-Wa-Boo." They took us across and got their whiskey.

While we were at Emmadale, the Mennonites came to this country. I remember some of them coming to me one day wanting to buy my shot for $1.00.

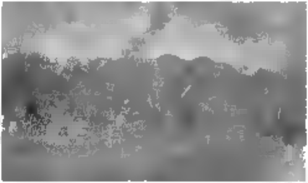
We had several exciting adventures. Once when my first child was six months old, we were driving along the old Indian trail and the mosquitoes were so bad that the oxen ran away through the bush and to the first river bank. I can still picture myself holding on to the child, while we rolled over, cart and all.

Another incident occurred when Mr Batchelor had gone across [illegible] river [illegible] to work he was fording when he attempted to re-cross and his paddle broke. I ran to the Nolans for help and they rescued him with poles.

The flour we had to buy came off the flat boats that traded along the river. It was poor and sticky and only fit for plastering our shanties. The Hudson Bay post was a few miles away so we were obliged to get ours. Mr. Batchelor used to take the oxen to the river to drink and one day one fell and broke a leg. A man named McVey happened along and offered to trade the injured animal for a load of poles, to which Mr. Batchelor agreed. Mr. McVey killed the ox and sold the meat in Emerson.

After selling our squatters rights on the Goodhew farm in 1877 we moved farther west on the prairie to homestead. We were not troubled by Indians but the stage route passed near us and there were tramps on the way. The stage carried passengers and mail from the south to Fort Garry stopping at the Hudson Bay post and at Two Little Points. There were no locks on doors or windows and one day while my husband and I were away at Dufferin, some Indians did help themselves to anything they fancied. A few days later we saw a young chief wearing Mr. Batchelor's red high top boots and his wife with my best dress but we couldn't do anything about it.

I well remember Mrs. Delaine's first husband Sam Smith, who was lost in a blizzard and froze to death. Her second husband John Shepherd Delaine, was very well known and liked by all.



THE BIGGEST STRAW PILE

One of the earliest threshing outfits operating in the Dominion City district. It was owned by Mr. Bert Lang who claims something of a record in threshing. Bert figures that this is just about the biggest straw pile anyone ever saw. One day they threshed better than 3000 bushels with this 40" machine.

BIGGEST STURGEON EVER CAUGHT IN INLAND WATERS

Standing in front of the 400 lb. fish are, left to right, back row: Bill Mondel, Carl Brunner, Dave Weddell, Sandy Weddell, Henry Lawson, Bill Campbell. Front: Ray Cullen, Mac Miller, Harry Simpson, Bill Barber.

Biggest Sturgeon Ever Caught in Inland Waters

In August of 1903 the biggest sturgeon ever caught in inland waters was pulled out of the Roseau River by Alex (Sandy) Weddell and his two sons Dave 20 and Jim 13. It made news right around the world. The Chicago Blade, splashed the picture on the front page in two gory colors; even the sedate London Strand carried it on the front page.

Here is the story the way Jim Weddell likes to tell it.

"This doggone fish was causing a lot of trouble along the Roseau. So much so that, that farmers complained to the municipality and a bounty of fifty dollars was offered by the municipality. The wash of the big sturgeon was swamping boats and washing away troughs and watering places. Finally the river was dammed above the rapids and the fish cornered and shot."

This is what really happened. Alex Weddell and his sons were collecting grinding fees from farmers that day. Towards evening they neared the rapids at the old lower St. Paul crossing on the Roseau River on the east reserve. The elder Weddell suggested that they stop near the river to make some tea and have some supper. While Mr. Weddell started a fire, young Jim was sent to the river to get some water. He dipped his bucket of water from a quiet, deep pool and on a boyish impulse, he took a rock and threw it into the centre of the pool.

Immediately a commotion started in the depths of the pool. Young Weddell was alarmed and called his father and brother. The pool was quiet again but at one end there lay what resembled a dead head. "By golly" said the elder Weddell, "that's a sturgeon." The slow movement of the fins could be vaguely discerned.

A hurried search revealed an axe left in a tree by some forgotten pioneer and this was taken by the elder Weddell. The boys stripped and waded into the pool at the deep end, heaving stones under the water. The sturgeon was actually trapped in the deep pool and the noise made by the boys drove it to the shallow narrow upper end of the pool. Here Mr. Weddell waited until the panic stricken fish approached. He waited until it was in front of him and then smote it a mighty blow. The largest sturgeon ever caught in inland waters was theirs.

To help load it onto the democrat, Dominion City's strongest man, Pete McClaran who stood 6'2" was enlisted. When loaded, on the 8 foot democrat, the tail still dragged on the ground and on the photo the place where the scales have been rubbed off can be seen.

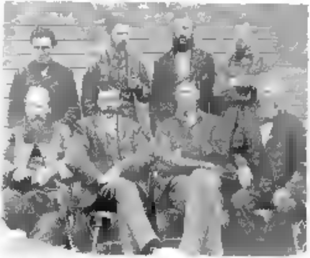
Everybody in Dominion City ate sturgeon. The photo was taken by George Scarrabough.

Although the general appearance has not changed much, this picture of Dominion City was taken when rum, wine, ale, liquor was sold across the counter and remittance men paid for their transgressions with Bobee wagons, in the '80s.

Pioneer Stories

KENNETH McRAE'S STORY (as told by Jack McRae, the eldest son)

In the year 1874 my father and family left the little town of Stillwater, Minnesota and started on the long trek to the west. Their destination was Portage La Prairie, where many of their friends from Bruce County, Ontario, were situated. On May 15, my father and mother and five of us children, along with a few household effects and a tent set out by prairie schooner drawn by two yoke of oxen. After being on the road a few days, we bought a cow. With its milk, whatever fish we caught in the streams and the bread mother baked, we managed to have enough food on the journey. The bread was baked at a camp fire in a dutch oven which reflected the heat from the open fire. During the trip the weather turned wet and unsettled which made travelling difficult. We had to ford streams and many times they were running wild with June rains. After difficult crossings, a day would have to be spent opening soaked boxes and drying



FIRST COUNCIL OF FRANKLIN

An old photograph showing the first council of the R.M. of Franklin in 1880. Left to right they are: Back row: Mr. McBain, Harry Preston, Joe Sullivan, James Lang Reeve. Front: Jimmy Dickson, Bill Lindsay, Tom Coulter and Joe Bailey.

out clothes. Many nights, mother and father would have to stand holding up the tent poles during wind and rain storms. Between Moorhead and Grand Forks we came to the Elm River and found that it had risen to its highest banks. In the morning, the situation looked hopeless, but later in the day other settlers arrived and camped with us. Wagons were chained together and we ferried over the "Elm". Horses and oxen were forced to swim.

There were many times that the oxen strayed and father would have to spend most of the day looking for them. Some of these days we were lucky to make ten miles on the journey. When we finally reached Grand Forks on July 4, 1878 father tried to sell the oxen in order to pay for steamboat tickets to Portage La Prairie. No one wanted the stubborn animals and father went to work at his trade as a blacksmith for the Kittson Navigation Co. His pay was $1.00 a day, but this was augmented by mother's pay for washing clothes for the men at the H.B. Co. post. The only place we were able to find to live in was the upstairs of a saloon and gambling hall. There was no stove upstairs and mother had to cook food outside and carry it upstairs. At this time the Indians were none too friendly and the evenings were spent making bullets for the muskets in case of a raid by the marauding Sioux.

In 1878, father went by boat to Emerson where he purchased property where the McKay block now stands. The following year we packed our belongings in a flat boat and floated down the river to Emerson. As I was the oldest son, I was appointed to drive the cattle overland with the help of a hired man. We started ahead of the family and within a week sighted Pembina. The family's trip by barge took four days and three nights. Upon our arrival, father opened the first blacksmith shop in Emerson.

Scrub and uncultivated land characterized the newly found settlement. The first respectable looking house was built by Mr. Carney on the east side of north Main St. in the vicinity of the present ball park. Mr. Fairbanks had a small house on the site of the Alexandria Block.

Father went into partnership with a man named David Ferguson to make bricks. Mr. Bryce, an early builder, built our house on the farm with these bricks and we moved in in 1880. The original house is still standing.

GEORGE GORDON ALLEN'S STORY

Nowhere in the Emerson district has there lived a more interesting character with a more picturesque life history than George Allan. The son of an Anglican clergyman of Millbrook, Ont., he took military training at a cavalry school in Toronto, controlled by one of the "old line" regiments. While at a target shooting match in Peterborough in the fall of '71 he heard of the urgent call for 202 men to go to Red River to re-inforce the remnant of the Wolseley expeditionary force. He and a friend enlisted at Kingston and portaged and travelled in York boats via Toronto, Collingwood and Port Arthur to the north west angle, Lake of the Woods. At the angle, they were met by James McKay with his outfit of carts and ponies to take their luggage and guns and lighten their journey to Fort Garry over the Dawson trail. Col. Scott, afterwards the head of the customs at Winnipeg, received great praise from Wolseley for the record time in which his company No. 3 Ontario Rifles, reached Red River. Mr. Allen 60 years later remembered and recited the words of the song they had sung to hearten them at night while in camp. It was composed by Sgt. Clarke of the first expedition.

"Come boys, cheer up, we'll have a song in spite of our position,
To cheer us in our labors on this glorious expedition
We'll keep our spirits up, my boys, and not look sad nor sober
Nor grumble at our hardships on the way to Manitoba."
Chorus: Jolly boys — Jolly Boys,
Hurrah for the boats and the roads, Jolly Boys"

They had their first taste of pemmican at St. Anne Des Chenes, the only settlement on the way. On reaching St. Boniface, they found the river frozen but dangerous to cross. The crossing, however was made safely in groups of two with each man holding the end of the other's red sash, worn with their overcoats.

Mr. Allen had the distinction of being chosen one of the fifty who formed the guard of honor for Lieutenant Governor Archibald at the opening of the first legislative assembly in Manitoba.

After their arrival at Fort Garry the company was moved to the Hudson Bay post at North Fort Pembina at the boundary as the Fenian raids were causing considerable alarm. Mr. Allen is quoted as telling that, "Life there was uneventful and we used to fraternize with the 7th regiment at Fort Pembina, Dakota. Once we arranged a ball game and each side had to have a score keeper. Who should I see opposite me at the table but Mr. O'Donoghue himself, one of Riel's chief lieutenants. He looked like a real gentleman wearing a long skirted coat. He was a fine conversationalist and not at all like my idea of a rebel. I remember one never to be forgotten sight — a flight of wild pigeons. My chum and I stood on the river bank that spring morning and shot enough birds to do forty-five men for food. We fired at the pigeons, that came in narrow flocks about a half mile long curving with the river until the barrels of our rifles became too hot to fire any longer. They were beautiful birds much like our mourning doves, but larger."

In the spring of '72, the men left for the east again over the Dawson trail. Mr. Allen and his chum established a record by reaching the north west angle a distance of 97 miles, in 2½ days. They took their discharge in Toronto and eventually received medals and script. Mr. Allen's land was near Stony Mountain, but as he wished to buy Red River lots he sold his script and settled five miles north of the boundary on the east side.

Mr. Allen was familiar with the activities of the Boundary Survey Party and witnessed the assembling of the R.N.W.M. Police at Dufferin for the trek to the Saskatchewan Rebellion in [illegible] That spring he met the "Internationals" the day that Messrs. Carney and Fairbanks arrived with their party to found the Town of Emerson. That same year he served on the committee to obtain "Grasshopper Relief" for the settlers who had lost their crops. Mr. Allen bought from the Hudson Bay Co. the first old sweep horse-power threshing machine in the district. Buckskin ponies, which became dizzy at their work and sheaves bound with willow switches had to be reckoned with. Fresh meat was greatly enjoyed by one threshing crew until they found that they had eaten badger meat.

Mr. Allen told of having a long conversation with Donald A. Smith, as that gentleman waited at the H.B. Co.'s post while a team was found to take him to the end of steel, 30 miles south. Incidentally Allan Hillsborough was the driver and made the trip that day with his grey team, a most unusual accomplishment. Mr. Allen told that people in those days discussed the possibility and advantages of the Hudson Bay Railroad and held meetings to arouse public opinion on the subject. Mr. Allen was the first Reeve of Franklin Municipality in 1880. In 1882, he married Josephine Stewart, the daughter of a pioneer family, and in 1881 joined the customs staff in Emerson. He served as collector for seven years and retired in 1912.

MIGHTY INDIAN HUNTER

This is Big Charlie, hunter among the Roseau Indians of an earlier day. Here he is at his campfire, as recorded by the camera of George Barraclough.

When They Followed the Trail to the Roseau

The following account of the early history of Dominion City was written by the late Mrs. H. Sullivan, probably about the year 1915. It is reproduced here exactly as it was written.

The early '70's are notable years in the history of Manitoba. Glowing accounts of the fertility of the soil, particularly the Red River Valley had been travelling to the eastern provinces. The Selkirk settlers had paved the way. The dreaded pioneer days with their warlike Indians had passed. Eastern people felt that it was a land teeming with possibilities. Some were discouraged with prospects in the East, while others saw advantages in getting an early foothold in a new country. The biggest drawback was the long tiresome journey which they must take before arriving. However during the early seventies we find that a number of families, mostly from Ontario, braved the hardships of the journey and drifted into the Red River Valley. A number of them settled in what is now known as Dominion City.

The first settlers came to the district on Red River boats to Emerson, crossed the Jo ravine at high water in canoes, and drove the remainder of the way to Roseau Crossings with oxen or ponies hitched to wagons, Indian carts, or prairie schooners.

The first house was built in 1874 by the Sullivan Bros. and is still standing. The second house was built the same year by Mr. McKercher the first postmaster. This house was built on the property now owned by Mrs. T.H. Scott. The first minister visited the settlement in 1874. He was Mr. McDonald, a Baptist minister of Winnipeg, who preached at different houses. The first Sunday I went to church in this country was by ox team and wagon. It is quite different now but no more enjoyable.

During the next four years, settlers came in fast. The Great Northern from St. Paul and the C.P.R. from Winnipeg began to build a railroad which was finished in November, 1878, the last spike being driven near where the stock yards now are. When the road was opened, two trainloads of people attended. The railroad officials spoke and cheers rang through the air as this was the very first railroad to enter the great North West. The following year the station was built and was called Penza. The same year 1879, Mr Crawford abandoned the store he had purchased from Mr Gray and built a larger store, where Mr Calder now has his garden. Mr. Neil Leitch built a hotel. This property is now owned by W.W. Maynes. The first blacksmith shop was built this year too and is still standing near the residence of Mr Froom. In 1879, Mr Sullivan and Mr. John Robinson went to Winnipeg to see about having a school district formed. This was accomplished and school was held in the Episcopal Methodist church, 3 miles north of the coulee, near Mr. Patterson's. Two grain warehouses were built that year, one by Mr McKercher and the other by Mr. Agnew. A fanning mill factory was built by a Mr. Anderson. Later, this building was used by Mrs. Delaney for a school and council room. In 1880, the people decided they must have a name for the village other than Roseau Crossing. They called a meeting and after considerable discussion, decided to call it Dominion City. During this year the municipality was formed and was called the Municipality of Roseau. On May 3 1880, the first council meeting was held with the following officers: Warden G.G. Allen Councillors E. Knight, A. Meyburn, A. McLean, R. Taylor, J. Glenn, J. O'Donnell and John Stewart (clerk). All took the declaration of office before Mark Whitley returning officer. Later on that year the Presbyterian and Wesleyan Methodist churches were built. Later the two Methodist churches were united and the Episcopal church was sold to the Anglicans. Considerable building was done in 1881. Two grist mills were built, one north of the river by Messrs. McKerchar and Waddell and one south of town by Mr. Spence (Mrs. Bell's grandfather). Other buildings erected included a saw mill, general store, two brick yards, and two hotels, the C.P.R. House on Mrs. Jones' property and the Balfour Hotel now owned by Mrs. Ernst. N. Bagshaw and J. Sullivan built a butcher shop, which they later disposed of to Mr. John Knox. It is perhaps interesting to know that one of the brick yards mentioned was opened by a Nova Scotian Co. and the bricks were obtained from them which were used in the city hall in Winnipeg. In 1883, the municipal hall was built and was opened with a big dance. The name of the municipality was changed to Franklin. This year N. Bagshaw built a machine shop, where Anderson Bros. store now stands. 1885 saw two elevators erected, one by Mr. Waddell and the other by George Agnew.

These ten preceding years are the real early days of Dominion City. They are the pioneer days. They tested the courage and endurance of many. Hardships and trouble made common friends of everybody. Great friendships developed among some of the early settlers. Since then, a great many changes have taken place. Old settlers have passed away, buildings have burned, and the truck and automobile have taken the place of the oxen and Red River cart. Nevertheless the old settlers do not forget the early days. They linger on in their minds as hard days, but happy ones.

Early History of the "Ridge"

After the land survey of 1874, the government, then considering the building of the transcontinental railway and the settlement of the west, offered free homesteads to settlers. Venturesome homesteaders were arriving in Emerson, the "Gateway to the West" via the Red River steamers, and some of these crossed the unbridged Bradley and Jim coulees to the "Ridge." In 1878 the newly completed Emerson-St. Boniface railway line brought another influx of settlers to the region. It was at this time that the new-comers thought of their new found homes as villas and named the settlement "Ridgeville."

Emerson was the closest post office until the first post office in

An early Dominion City school class taken about 1900. Students are, left to right back row: Harry Barber, Melville Oakley, Vera Ferguson, Hattie Coulter (who incidentally was the first child born in Dominion City) Mabel Simpson, Anne Moffat, May Tabor, Eva Howarth, Elma Waddell, Garnet Coulter (now mayor of Winnipeg), Herbie Roberts, Charlie Gallinger.

Middle row: Edna Glass, Eva Collins, Ethel Bond, Lila Lovegrove, Anne Arnot, Ethel Lovegrove, Lilla Parker, Lena Waddell.

Sitting: Emerson Moffat, Roy Empey, Harry Lowery, Frank Miller, Jim Waddell, Russel Harper, Bert Barley and Fred Emberly.

Additional copies of this book are obtainable from W. E. Gallant, Box 264, Emerson, Man. at $1.00 per copy, postpaid.

the "Ridge" area was opened in November 1878. The office was situated on a farm and the first postmaster was Mr. John Hidlake. It was later moved to the rural area and finally was moved to the new village.

When Emerson became linked by rail to the south in 1878, many from Ontario made the trip westward.

Many of the pioneers were forced to leave their homesteads on the bleak prairie but those who stayed worked diligently to produce meagre crops and raise livestock for sale in Emerson and to the railway construction crews. Many were employed on the railway crews and others labored in Emerson. The first crops were sown by hand, harvested with scythe or cradle and threshed with a flail.

In 1880 a non-denominational church was built in the community. According to an agreement, all Protestants were free to worship in the new structure, now the United Church in Ridgeville. In addition,

Joe Young poses in front of his Ideal Restaurant. This is now Bill Tanner's barbershop and poolroom at Dominion City.

the church served as a school and a hall for socials, lodge meetings and public meetings.

The first railway to the "Ridge" was built in 1878. It stretched from Pembina City to Ridgeville with its main purpose being to transport gravel for ballast for the construction of the Emerson - St. Boniface line. Following the gravel hauling, the rails were removed. Ridgeville benefited somewhat, however as it enabled men of the district to earn some scarce cash as workmen. Employment on similar projects came to an abrupt end in the 1880's when Emerson's decline began. Meanwhile, homesteaders had become established and in 1880 an elevator was built by W.C. Wright at Emerson, where for the first time, grain could be marketed. With the coming of marketing facilities, breaking plows were kept busy and horsepower threshing machines appeared. Twine binders and portable steam threshers soon were seen in the district. Before the turn of the century, more land had been brought under cultivation and drains were being constructed across the "Ridge". Thrifty German settlers arrived and slowly became well established in the region. Progressive merchants from Pembina City and Ridgeville peddled merchandise throughout the district accepting farm products in trade.

In 1901, a railway survey was made and in the following year the first wheat was loaded from a siding into the cars. By the end of the year two new elevators were almost completed. With the coming of the railway the village prospered and the first store, livery barn and lumber yard were established. The erection of another store, blacksmith shop, hotel and implement warehouse followed. An Anglican church, several homes, station and section house sprang up. In 1909, the Ridgeville school was moved to the new town and by 1911, public contributions and voluntary labor were responsible for the opening of the first skating rink. Public support enabled the Ridgeville hall to be built with a large portion of the cost borne by the I.O.O.F., whose name it still bears.

In 1914, fire destroyed the International Implement Warehouse, a store and the second Ridgeville hotel. The store was rebuilt, the implement business re-established but for many years Ridgeville was without a hotel.

The bumper crop of 1915 was coupled with the departure from the district of many young men, who enlisted in the army in the first world war. As an added contribution to the war effort, the skating rink was sold in 1916 and a jumble sale held which netted $730.

At the close of hostilities, Model T Fords, Gray Dorts and Titan tractors came into use. The district suffered from the prevalent flu epidemic but all were prosperous as in 1919 prices were at their peak. Some farmers hauled grain to the "States" and received an additional 15% premium on their money. It was at this time that the district's first and only banking service was instituted, when a sub agency of the Banque De Hochelaga was established. The same year the first ½ of a mile of sidewalk was laid.

In 1922 lightning struck the old livery barn and it, along with the original blacksmith shop, a residence, and the International warehouse, were destroyed. The residence was replaced and the following year an eighty foot square cement garage and warehouse was built. The same year the erection of a community horse shed was completed.

Although the district suffered in the depression, it did manage to build a skating and curling rink in 1931.

Eight years later another world war intervened and various organizations in the district again contributed to the war effort. At the end of the conflict, returned men were honored and an engraved plaque was placed in front of the post office in memory of those who had paid the supreme sacrifice.

During the past decade, Ridgeville has prospered. Modern mechanized farming has come to the fore and the village itself has developed with many businesses being established, new homes built, elevators erected, sidewalks and roads improved, new community curling rink built and rural electrification completed.

Historical Sketch of the Marais

During the Riel rebellion, Thomas Scott, a resolute young immigrant from Ontario faced Riel with contemptuous defiance. Furious at this, Riel, who had put in prison all the Canadian settlers who would not bow to his will, had young Scott court-martialed for treason against the provisional government and condemned him to death. On March 4th, 1870, he was taken out and shot like a dog. It was not an execution, it was a murder and a peculiarly brutal one. At news of it a cry of vengeance went up from the east. The volunteers sprang to arms. Of the thousands offering themselves, seven hundred were accepted. They, with the five hundred regulars formed the Red River Expeditionary Force under Colonel Garnet Wolseley. Being a military force, the expedition could not pass through the United States territory. It took the toilsome route of the old fur traders, up Lake Superior to Fort Arthur and through five hundred miles of difficult wilderness. Many of Wolseley's volunteers settled in the province to be an element of strength. Two of the earliest settlers, William McCord and Joseph Tennant, belonged to these volunteers. Under land laws of the most liberal type immigrants flocked in by the thousands.

The port of entry into Manitoba, being from the south, what was more natural than that the first settlers should see in the beautiful Red River Valley with its boundaries of trees, and its winding, wooded Aux Marais, a most desirable location providing water and fuel and lending a beauty and shelter not found on the open prairie.

In the beginning of the summer of 1872, there settled along the banks of this river Mr. and Mrs. Wm. McClelland and their little daughter. They came by rail to Moorhead, Minn., and from there by boat down the Red River. Mrs. McClelland, being the first east [illegible] landing at the Hudson's Bay trading post was accorded a royal welcome — every man then at the wharf lifting his hat. She had the honor of going to the Marais the first native British citizen. In the same year came Mr. and Mrs. John Tenant and family, Mr. Joseph Tennant, Mr. and Mrs. Henderson and Mr. Alex Copeland. In 1873 came Mr. and Mrs. Hugh Copeland and family, Mr. and Mrs. Allan Dillabough and family and Mr. David Irvine. These came to Saint Paul intending to come down the Red River, but arriving in the month of November, they found the river frozen. They therefore travelled in a covered wagon following the Indian trails. They camped the first night in the bush near where Mr. Geo. Dillabough had his home. They took up residence with Alex Copeland until they had built their homes. The same year came Mr. Charles Simpson, who afterwards married a daughter of Mr. Hugh Copeland. He was a musician of no mean order, played several instruments well and was quite familiar with the best composers and their productions. His violin was heard at the many dances held in the community.

In 1874 Mr. William Houston and his cousin Isaac settled on the section, the north half of which he still owns. The beautiful trees on what is now known to most of us as the Smith place, were planted by Mr. Isaac Houston.

The Rev. Daniel and Mrs. McCaul came in 1876. Eternity alone can tell what this saintly couple did for the community.

In the same year, Miss Maggie Irvine, her brother and her cousin came by boat to Port Arthur and over the Dawson Route— the same five hundred miles over which came the volunteers in 1870. When asked why she chose this way of coming, she replied, "It was in answer to a challenge from my brother", we who knew her as Mrs. Wm. Houston recognize the same daring, the same unquenchable spirit in the mature woman as in the girl of twenty. In 1876, her mother Mrs. David Irvine and the remaining members of the family came to join those who had come earlier. In 1877 Mr. Andrew Brown came, his wife and little daughter following the next year. 1878 found Mr. Edward Davis established in the settlement. The following year his wife and three small children joined him. We all know the Davis home and the beautiful grove planted out on the prairie away from the trees of Aux Marais, where most of the previous settlers had established homes.

On what is called Lower Aux Marais, we find in 1877 Mr. and Mrs. Sedore established on what was previously known as the Jas Tennant farm. They along with Mr. and Mrs. Shepherd sailed up the lakes to Duluth, travelled by rail from there to Moorhead and on to Manitoba in a covered wagon. Mr. and Mrs. Sedore provided a home for many in those early days. Messrs. Calder and Kizzick lived with them while building their own homes. Mr. and Mrs. Shepherd were always interested in the growth and development of the community and were instrumental in having the church at Letellier erected. In 1878 Mr. and Mrs. Calder made for themselves a door, which became for many years a resting place for weary, footsore travellers. Mrs. Calder was always ready to go to the sick with her kind helpful services and not a few were helped over hard places from her generous hand. Mr. and Mrs. Kittson were in no way behind in their kind hospitality to the stranger.

Before 1872, Mr. Wright, father of Mrs. McClelland had settled in a home in the same vicinity. The house he built is still standing, a monument to his faith and courage.

Think, if you have any imagination, of the courage and the strength of purpose necessary to bring men and women in lumber wagons over unknown trails, the love and devotion that impelled the women to follow with their children into experiences of which they knew nothing.

After arriving, the difficulties had only begun. They had to face hardship and privation but they were cast in heroic mould. Homes had to be erected, the trees in the bush furnished material for the walls of their houses, but the lumber for the floors, doors and windows, and roofs had to be brought in from the south on flat boats. These boats were sold with the lumber as it was useless to take them back up the river. (Mr. Shepherd's house was made from one of these boats). These boats with their loads of lumber went north to Winnipeg, as before 1872, there were no English speaking people in this district except those connected with the Hudson's Bay trading post, afterwards called West Lynne. Some of our early settlers had to go all the way to Winnipeg to get lumber. Very soon the demand created a market for lumber at the trading post so that those coming later could get all the necessary building material at the post. When buying groceries, the purchaser had also to buy a bandana handkerchief or other piece of cloth to carry his purchases home as there was no paper bags available. Sugar cost 25 cents a pound, tea $1.00 a pound and coal oil $1.00 per gallon.

The plough, being the only farm implement obtainable, these capable, energetic men made their sleighs and harrows out of material procured from the bush. It has been reliably recorded that Hugh Copeland could chop and pile three and one half cords of oak in one day. Allan Bellamy attributed his success to sowing his crop at the earliest possible moment, when, as he put it, "the harrows scraped the frost, thus getting it off early in the fall ready for the first market. The only market for the first grain was at Pembina, where it was loaded on flat boats and taken south. Wm. McClelland's first crop yielded well and weighed 66 lbs. to the bushel for which he obtained 45 cents a bushel in Pembina.

Disaster visited the new community when in 1873, and the two succeeding years, a grasshopper plague virtually destroyed everything. In 1873 flour could be bought for $3.00 a cwt. In 1874 the price soared to $6.00. Potatoes, the size of marbles cost $1.00 a bushel, oats & barley $1.50. Three years of practically no crop was a serious handicap for people, who were only starting in a new country. These people had faith, not only in the new country, and in themselves, but they had faith also in God. With the coming of the Rev. Daniel McCaul came public worship in the homes. Most of these services were held in the home of Hugh Copeland, and in Mr McCaul's own home. These were held on alternate Sundays with services held in Emerson, this being the beginning of the Baptist church in that place. With him were associated in the work, the Rev Mr Pomeroy who came all the way from Mosquito Creek, near Morris, and Rev Mr Edwards, the Methodist minister of Emerson also Rev Mr Jukes, Anglican minister of Emerson. These men held services in all the homes going from home to home. The first service held in Lower Aux Marais was conducted by the Rev Mr Goldie who for many years had been a missionary among the Indians. His first service was held at the home of Mr Sedore. Following him came Rev Mr J Scott, Presbyterian minister Emerson, and the Rev Mr Mullin, also Presbyterian, preaching in the different homes. All of these men with one exception walked to their various places of worship through all sorts of roads in all kinds of weather. All honour to our pioneer ministers! "Their works do follow them."

In 1878, under the auspices of the Methodist Church, a church was erected near the site of the present one. The money for this church was donated by all the people in the community, and the land was given by Mr Henderson. In this church, services were held every Sunday and in this same building, school sessions were started in 1879. Mr McClelland was appointed to collect funds for payment of a teacher and to buy the necessary equipment. It is interesting to know that in the Emerson International, dated February 13, 1879 the following advertisement appeared "Teacher wanted for the Marais school district one with third class certificate. Address Wm. McClelland." The names of three of the teachers have been disentangled from a mass of interwoven memories—Mr Earl, Mr Crawford, and Mrs. Gosnell.

In the course of a few years, a school district was organized through the united efforts of Mr Davis and Mr McClelland, and the little school, besides the church, served the community as school house and for church services, the school being much warmer than the church. This was sold to Mr Hugh Copeland, who tore it down and erected a stable out of the material. Educated in this school, men & women have gone out to fill positions of honor and trust, to whom the little old school is ever a sacred memory and who all regretted its being destroyed by fire some years ago.

It was not long until a municipality was formed, Mr Edward Davis being one of the first councillors, in which capacity he served his country for many years.

There were, outstanding among the people, a few persons, who figured largely in kindly ministrations, during sickness and want. Mrs. Hugh Copeland was both doctor and nurse; going not only to the homes of English speaking people but entering also the homes of the Mennonites with her helpful services of love. She threw herself with unstinted devotion into the task of helping the sick and suffering. Mr. Andrew Bruce went when needed and performed the services of veterinarian relieving suffering among the dumb brutes and saving for his neighbor many a useful and much needed animal.

A great honor and much publicity was given to our community in that Mr. Davis grew and sold the first car of wheat shipped from Manitoba to Liverpool. The following is copied from the Winnipeg Free Press of October 23rd, 1934. "Mr. Davis grew the crop in 1876, which was bought by Duncan Matheson, a former factor of Hudson's Bay Company and shipped by him to Liverpool. The arrival of the wheat created quite a stir at Liverpool, the local newspapers of the day recorded that wheat of fine quality coming from the province of Manitoba, Canada, was seen on the Liverpool exchange."

Two organizations might also be mentioned here, as each played no small part in the building up of a better community life. The following is copied from a letter written by one who once lived here. The first is the Temperance Lodge, "Real pioneer work was done by the young people. It was started at Letellier and later moved to Upper Aux Marais. The principles inculcated and the truths that were learned made a lasting impression on the lives in the community."

The second is the Sunday School, "Mr. J. W. Whitman effected the first organization, but after that withdrew. Mr. James Forrester then took up the work. He was followed by Mr. W. G. Forrester, to whom was given the privilege of building up and maintaining a good Sunday School for many years. His consecrated life will be remembered by many who came under his influence as one of the strong spiritual forces of his time."

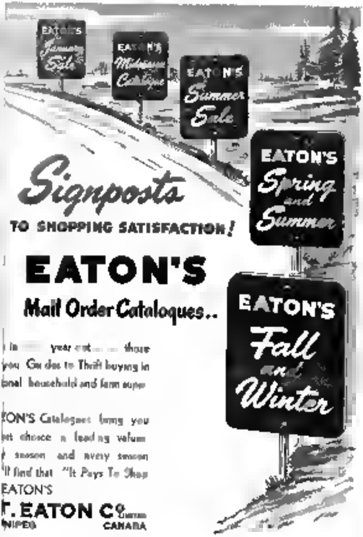
The first Roman Catholic Church was built at Saint Pie—the place now being marked by a cross. Rev. Father Morell was the first resident priest. He was followed by Rev. Father Jutras. When the railway went through and the town of Letellier sprang up, the church building followed. Rev. Father Jutras served his people for nearly fifty years. He was interested in all movements for the uplift of the community, particularly the temperance movement. The courtesy, the co-operation, and the helpful suggestions accorded any who went to him helped in no small way to break down barriers of race and creed, and cement into one the two peoples.

Most of the people have gone to their long home, but behind them they have left a heritage. Owen Meridith has said, "No life can be pure in its purpose, or strong in its strife and all life not be purer and stronger thereby."

Their industry, their thrift, their honest attitude is a monument in the lives of their descendants.

We look around us today and on every side we see the result of their labors—splendidly built comfortable homes in the midst of waving grain, all in a district second to none in Canada.

Part of an address given by Mrs. W. G. Forrester at the unveiling of the Memorial Tablet in the Marais Hall on July 10th, 1950.


EATON'S January Sale
EATON'S Midsummer Catalogue
EATON'S Summer Sale
EATON'S Spring and Summer
EATON'S Fall and Winter

Signposts

TO SHOPPING SATISFACTION!

EATON'S

Mail Order Catalogues..

in [illegible] year out [illegible] these
you Guides to Thrift buying in
onal household and farm supp

ON'S Catalogues bring you
est choice in leading values
season and every season
'll find that "It Pays To Shop
EATON'S

T. EATON C° LIMITED
NIPEG CANADA

History of Emerson

Featuring historical sketches
of surrounding districts

HC
H 6738

597038
23 11 64

Preface

In 1928 the Women's Institute of Emerson appointed a committee of Mrs Frank Hall, Mrs S. R. Root, Mrs. M Wallace and Mrs Masterton to gather stories of pioneer people and to compile the early history of Emerson. The committee was assisted by Mrs W G Forrester who arranged and composed the historical material that had been accumulated.

In 1956 Wm Carlson editor and publisher of the Emerson Journal, read the original type-written manuscript and offered to publish it if certain changes could be made and the history brought up to date. Mrs Masterton, one of the original committee, and Mr Carlson have co-operatively compiled and edited the following History of Emerson including historical sketches of surrounding districts, and bear responsibility for any of its shortcomings.

Acknowledgment

We are deeply indebted to those who have contributed information, articles, etc We are grateful for this help, which has facilitated the production of the history and express our sincere thanks to — The Daily Province Vancouver The Canadian Weekly Editor Vancouver The Free Press, Winnipeg The Tribune Winnipeg the editor of the H. B Co.'s "Beaver Magazine" Winnipeg Mrs Molly McFadden Backen Winnipeg Mrs W G Forrester Emerson Mrs. D. A Lendrum Ridgeville Mr Warren Griffith St Vincent Senator Arthur Beaubien and all others who may have been of help in any way

— The Editors

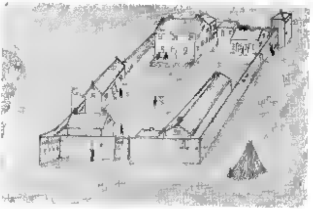
Historical Sketch of the District

In the year 1850, the Hudson Bay Co. built a trading post, just inside the Canadian boundary line, called North Fort Pembina. The name was taken from a similar post formerly situated on the north bank of the Pembina River at its junction with the Red. The original fort had been built by the North West Fur Trading Co in 1800 but in 1821 after the amalgamation of the North West and Hudson Bay Companies, it became an H.B. Co. post. Since the boundary had been surveyed in 1818, the "Company" planned to move all such posts into Canada.

In 1870 at the close of the Red River Rebellion, No. 1 Company of the Ontario Rifles under Capt. Cook was ordered for outpost duty at the border. The men embarqued on the "International", a stern wheeler built by the Hudson Bay Co. in the '60's for Red River freight and passenger service, and landed where they were sure they were still in Canadian territory at the site on which Fort Dufferin was later built. The troops camped there from September until November when the cold drove them into the H. B. Co. post at North Fort Pembina, where Mr Watt was chief trader and Mr. Scott his clerk. Mr. Joe Tennant, bugler of the company who later became a pioneer settler on the west side of the river, tells stories of their experiences in his book "Rouge [illegible]"—how a prairie fire threatened their camp and how the arrival of two sturdy young travellers Richard Powers, later Chief of Police in Winnipeg and W.F. Leslie afterwards assistant to Mr Bradley the first customs officer in Emerson caused such excitement. Tobogganing and snowshoeing were popular sports and visiting back and forth with the garrison at Fort Pembina Dakota was indulged in freely. Mr Tennant tells stories of members of the company well known to Emerson old timers. Wm Mills early customs officer was adept on snowshoes. Mr Wm. Nash organized the local militia in the late '70's, and Wm McClell and was a pioneer farmer on the Marais. The company was discharged in the spring of '71.

In the fall of 1871 Fenians attacked the H.B.Co. post imprisoning the factor and his clerk and scattering the contents of the store. Col Wheaton of Fort Pembina, Dakota heard of the Fenians and intercepted them. They were taken as prisoners to Fort Pembina & the scattered stores were replaced. The raid caused fresh anxiety in the east and a second expedition was despatched from Kingston via the Dawson Trail to Fort Garry. Once again troops occupied the post of North Fort Pembina. Mr George Allen was a member of this company and has recorded his personal experiences. The company stayed until the arrival of the Boundary Commission party in the spring of '72 under Capt. Cameron who had accompanied Governor McDougall in his attempt to enter Manitoba in '69. Dufferin was built as headquarters for the Commission. Due to Indian trouble the boundary survey parties were protected by United States infantry and cavalry. The government sent a farmer Mr Cotton Almon to raise coarse grains for stock feed and the project was successful until the grasshopper plague of '72 The boundary survey was completed in 1873 and stock and stores were sold and some barns torn down. A drove of 60 head of stout ponies was kept to be fed until the spring of '74 to be used by the N.W.M.P. who assembled at Fort Dufferin in the early summer of '74 before their long trek westward to Fort Walsh, Saskatchewan

As the boundary commission was finishing its work, the Emerson Colonization Party arrived led by Messrs T Carney and W N Fairbanks In 1873, these gentlemen had interviewed the Manitoba government and had arranged to get a grant of 640 acres of land under an agreement to bring in 10,000 settlers In the spring of 1874, the first party arrived with tents and building materials. The framed deeds to this property may be still be seen hanging in the Town Hall In 1873 a customs office had opened near the H.B.Co. post with Mr Bradley as chief officer The post office had been called West Lynne There was no settlement as yet, but as soon as the Carney Fairbanks party arrived a ferry boat was put on the river and a Dominion Land Titles office established near Emerson the new townsite. By the summer of 1875 the population was 100 during 1878 1000 and in 1881 it had grown to 2500, with 183 pupils and three teachers at school In 1879 the incorporation of the town was planned and the subsequent petition was headed by the names of Harper McKechnie, and J N Noble followed by 117 other names F E Burnham was the first returning officer Legal work in obtaining



A sketch of the Hudson Bay Co. post of North Fort Pembina in West Lynne from the book, "Rough Times" written by Jos. Tennant, bugler in the first expeditionary force sent to Red River the charter cost $75. The town plan covered 640 acres, 200 of which were originally owned by Mr Hill Nash and 440 by Messrs. Carney and Fairbanks. In 1879, the Hudson Bay Co. laid out a townsite at West Lynne and in 1882 the thriving place was granted a charter. The petition, headed by W. Mills and M.B. Robertson, was signed by 100 others. First returning officer was the H.B.Co. factor Mr Duncan Mathieson. In 1889 the two towns became one.

Business Development

Mr Thomas Carney and Mr W.N. Fairbanks both of Red Wing, Minn., were the founders of the Town of Emerson. Mr Carney who wished to do some exploring in western Canada, was advised by James J. Hill, an American railroad magnate, to acquire land in the region soon to be penetrated by the railroad. Mr. Carney with the assistance of a friend, W.N. Fairbanks, organized a colonization party to found a town just inside the Manitoba border on the east bank of the Red River.

Mr Carney had been in the American army in the Indian wars and the Civil war. He was a land owner, was engaged in lumbering and operated several saw mills.

Mr Fairbanks, a lawyer by profession, was a cultured gentleman. He named the town, Emerson, in honor of his favorite author, the essayist, Ralph Waldo Emerson.

Manitoba Free Press, March 24, 1874

"The prospectus arrived in this office of the projected Fairbanks and Carney colony from the United States which was to take up 90,000 acres of land east of the Red River near the International border."

While in business in Emerson Mr Carney invented the cash register. Gold and silver only were used in those days and he felt the need of a machine to assist in handling coins and making change. In 1884 Mr. Carney left Emerson and eventually pooled his interests with those of the National Cash Register Co.

Mr Fairbanks lost everything in the crash following the boom but hopefully remained in Emerson until the early 90's, when he joined his wife and son in Winnipeg, where Wm. J. had established himself in the real estate business.

The first hotel was erected by Mr W.F. Hutchison, one of the Emerson party but who had preceeded them in 1873. He brought the materials with him and although his hotel had a tent roof the incoming colonists found food and shelter awaiting them. Mr William Clark and his brother Hiram, slept there on beds made up on the floor in company with the proprietor and his wife. The place was enlarged and called the Emerson House in 1878. It was situated at the corner of Main and Dominion streets.

The first store in Emerson was owned by a man named Wilton & was on the present site of the post office building. George Parker, a cousin of Mrs Wm. Clarke also opened a store on Dominion St. On instructions from J.H. Ashdown. Enoch Winkler and Casper Killer established a general store north of the Hutchison House. It became known as the Mennonite Store, as Enoch Winkler could speak the language of the fast growing population of Mennonites taking up land west of Emerson along the post road. The Mennonites outfitted themselves at this store and hauled great quantities of supplies both summer and winter. In a new country especially in bad weather the road was not always easy to follow and they marked their highway with posts. Thus the Post Road one mile north of the boundary was named. The Ashdown Store soon became too small to handle the growing volume of business necessitating the construction of a new store where the Wiltsie store had been. It was made of brick from Emerson's first brick yard. In 1874, Theo. Jasper opened a small store and tailor shop. Evans and Mortimer established a good business in tailoring on Dominion Street. Mr. Evans, a welshman, was a musician of no mean order and under his leadership, Emerson soon boasted of a brass band. Two drug stores were operated by C. Flexen and J. Carman. The first baker was Mr. Bruder. In 1878 and '79 three other bakers arrived. Geo. Stevenson advertised 16 loaves for $1.00. During May 1879 2000 loaves of bread were sold in Emerson. Pembina citizens patronized bakeries and meat markets here with the duty on beef set at 1c per pound. The first baker's delivery wagon appeared on the streets of Emerson in April 1879. Messrs. Carney and Chalmers had a store on Park St. in '78, but this was destroyed by fire. Mr. Wm. Clark told of helping to roll barrels of oil into the river to prevent the fire from spreading. Citizens watched the spectacle of 100 blazing barrels of oil floating down the river at night. Although the $30,000 loss was covered by only $600, the store was rebuilt on the corner of Dominion St. and Winnipeg St., the same building as now occupied by Salem Reed's furniture store. In 1878, Jerry Robinson built the brick store on Dominion St., now owned by Mr. H. Dowswell. Mrs. Andy Johnstone told of being able to buy the first kid gloves at Jerry Robinson's store. There were three stores selling boots and shoes only, owned by C. M. Almon, Mike Ryan, and H. J. Suffel. Suffel's store stood until its destruction by fire in 1948. In the year 1877 — '78, Dominion Land Titles agent, Geo. Newcombe sold 237,200 acres of land, an increase of 150,000 acres over the previous year. Mrs. Traynor had a millinery store on Main St., while Mrs. Burrell advertised flowers, feathers, colored kid gloves, neckties and the latest novelties for sale. Messrs. Lawrence and Curtis operated a furniture store and the latter was the district's piano tuner. Jewellery shops were owned by J. Fraser and G. D. Northgrave. In the late summer of 1878, a flat bottomed boat came floating down the river on which its occupant, Mr. Kerfoot proceeded to carry on his business of photography. That winter his "gallery" was used for a "skaters shack". Meantime Mr. Kerfoot had found warmer and more convenient quarters uptown. By 1879, there were two lumber yards, under the proprietorship of Enoch Winkler and J. McKechnie. In spite of a shortage of building materials, it is recorded that 14 business places, one grist mill, 7 dwellings and a church were constructed in two months of that year. There were three livery and feed stables, operated by Hewson, Tennant and Terrot, while each hotel had its own livery. Commercial travellers were known to have teams out for eight weeks at a stretch, transacting business for [illegible] miles westward. In 1878, a water cart plied a vigorous trade, supplying "cool water from the turbid Red". A ferry boat was launched by J. Tennant at the foot of Park St., and by 1879, there were five ferries operating along the river between Emerson and Fort Pembina. There were the usual accidents and mishaps. One day the cable on the Park St. ferry broke while there were three teams and several foot passengers on board. Someone swam to shore with a rope and eventually the craft was hauled in at Fort Dufferin, a mile downstream. Once, some miscreant cut the rope and wire was therefore used in the future.

No jail had been necessary in the earlier years, but in 1879, one was needed. Formerly, drunk or disorderly Indians were lodged in Kenneth McRae's blacksmith shop. A contract was awarded for a building, 18x25, made of oak timbers, and today it may be seen overgrown with Virginia Creeper in the back yard of the property on the north-east corner of Park and First streets. That particular lot has never been transferred to private ownership. The jail was known locally as "Hotel de Bell", as Jack Bell was the police officer at the time.

[illegible] was incorporated, people banded together to have roads graded or sidewalks built, etc. Local subscription hired a night watchman. By 1883, the principal streets were graded and wooden sidewalks built.

In 1880, a private bank was opened on Main St. by R. Hepburn and G.L. Irwin. The following year the Merchants Bank opened a branch in the new McKay block. In the spring of 1881 Robert Hamilton of Collinwood and John and Alex McArthur of Chelsea established the Emerson Contracting Co. They were first class workmen, specializing in brick and stone work and plastering. A brick block on Dominion St. and a brick terrace of two homes on First St. were erected by F.E. Burnham. The present W.R. Forrester home was constructed by W.N. Fairbanks. Thomas Carney built a mammoth hotel on Park Street. The $25,000, three storey brick veneer structure had 60 sleeping rooms, office, sample rooms, reading rooms, bar, billiard room, dining room, kitchen, and several sitting rooms. Brick for the building was brought from Crookston. The hotel had 100 feet of frontage and was unsurpassed in the comfort and elegance of its arrangement by any hotel west of Toronto. Mr. Carney was a large property owner and his taxes amounted to $750. W.N. Fairbanks erected a three storey brick block block on Main St. with four stores on the ground floor, offices on the second and living quarters on the third. A second section of this block was built the following year, making the building one city block in length. Plate glass for the windows on the ground floor cost $1,500. Walton and Bird, hardware merchants, ordered the glass from England and supplied the hardware for the building. The second section was designed so that the two sections were linked with an imposing arched entrance. The second half of the block was not occupied until 1882, when the whole structure was bought from a loan company by a syndicate of Emerson businessmen, called the Alexandria Realty Co. The businessmen, with the second, moved into the stores and offices and soon had the living quarters tenanted. A disastrous fire in 1900 destroyed the larger part. Walton and Bird built a large brick store with offices upstairs in 1881. Another new building was built as a bank by Hepburn and Irwin between the Emerson House and the McKay block. It was red brick from Duluth trimmed with Lake Superior stone facings. It is still standing. A Mr McKay of Montreal wished to invest in the new town and had the McKay block built in 1880. Today it too is still standing and is occupied. The town hall, another fine brick building, was built in 1881 at a cost of $12,000. It was destroyed by fire in 1917, and a new and more spacious town hall was erected in the reconstruction period of Emerson's history.

In 1880, a $30,000 traffic bridge was built at the foot of Park St. A great celebration took place to mark the event—the opening of the first bridge over the Red River. In three days, 878 pedestrians and 865 teams crossed over and business in Emerson increased perceptibly.

Property values increased steadily. In 1876, Thomas Carney sold a 42 ft frontage on Dominion St. for $400. Two years later, he re-bought half of the same property and paid $750. Later Walton and Bird bought it for $850.

Messrs. Carney and Rinekoff built a $5,000 opera house on Park St containing a stage, dressing rooms, gallery and auditorium. Seating capacity was 5 000 but later the proprietors added 110 easy chairs for the comfort of patrons. In 1900 Sir Wilfred Laurier addressed a large audience in this building.

There was an ever increasing demand for houses and as a consequence Messrs G Waterworth, H Fee, C. Purdy and H. Mills associated themselves under the name of the Emerson Building Co.

In short, the Henderson Directory of 1882 lists 315 names of men earning a living in Emerson. There were 3 tinsmiths, nine carpenters, seven contractors, six painters, fifteen clerks, nine harness makers, two photographers four gardeners three jewellers, three druggists two dentists, two doctors, one wagon maker two surveyors, two auctioneers, four bakers, three tailors, two milliners, fifteen acknowledged speculators, and many other proprietors of hotels and shops and their clerks, etc. There were five good hotels in Emerson, the Anglo American, Emerson House Gateway Hotel Canada Pacific Hotel and the Carney House.

In Mr Carney's appeal for the renewing of the railway charter in 1889 the facts concerning business in Emerson were plainly stated

"We have established an immense wholesale trade with the country west of us in lumber hardware agricultural implements groceries and general merchandise We have four wholesale lumber yards, ten million feet having been handled this year five wholesale agricultural implement warehouses, four wholesale groceries. Besides all this, we have an extensive manufactory of implements and harvesters. If this railway is not put through, all the above would have to leave and seek a new place of operation."

Railway Facilities

In 1877 James Hill built a branch line from Breckenridge to St. Vincent. Mr Hill originally a Canadian from Guelph Ontario, quarrelled with the C.P.R. with whom he had been employed, and went to the north western U.S.A and built railroads to carry business and immigration from the east to western Canada and the United States ahead of the C.P.R. Capital for the local branch line was obtained from Canadian and British financiers, in honor of whom stations such as Northcote Stephen, Angus etc were named. It was called the Pembina branch of the St. Paul Pacific. In 1878, the C.P.R. constructed a line from the border at Emerson to St. Boniface and soon these lines were joined. The first regular train arrived at St Boniface in December 1878 carrying twenty passengers. The single fare to Emerson was $3.25 and to St. Paul $23.60. Trains travelled at the rate of twenty-six miles per hour. In 1879 the depot and customs office were built. Mr John Clancy of Ottawa was the first agent and the first telegram was transmitted over the wires on August 7 1879. There had been a telegraph line on the west side terminating at the H.B. Post's post office, but it was often out of order. In 1879, a commercial telegraph office was located down town and Mr Charles Maybee was operator. In a few years Mr Maybee became postmaster. Thus the telegraph office and post office were combined until the Alexandria block conflagration in 1909 when the post office was forced to move and the telegraph office was discontinued. At that time, Mr D.H McLean was postmaster and his daughter Bessie was the last commercial down town operator.

In 1879 Emerson businessmen realized that the continued prosperity and further development of the town partially depended on a bridge across the Red and a railway line to serve the country between Emerson and the Pembina Mountains. Supplies and building material were being hauled from Emerson to that fast developing district and it was feared that the C.P.R. might take that trade when their line was built from the east to Winnipeg and thence into south-western Manitoba. The ferries were a hindrance, especially between seasons. It was for this reason, and the difficulty of crossing the river at times that the town of West Lynne had sprung up. Ambitious and influential citizens organized a provisional committee and applied for a charter to build a railroad from Emerson to the Turtle Mountains. The provincial government granted the charter but the railway commission at Ottawa disallowed it, as the Dominion government had given the C.P.R. a monopoly before construction of the Fort William-Winnipeg line was begun which had eliminated any chance of comp-

May 24 1883 — A celebration was planned for this day described as the "Swan Song" of Emerson 300 Indians from the reserves (there were two reserves in the vicinity one near the Roseau Rapids) held a pow wow on Main St. A parade of floats, a half mile long procession passed through West Lynne Pembina St Vincent and back to Emerson One spectacular float represented the chariot of the Sun God drawn by three horses driven by a Greek God This was "standard time" only recently adopted by the nation. Another float was a miniature hotel on wheels with the bartender serving drinks as it passed along A float boat complete with masts and sails, was manned by sailors singing choruses from the then popular "Pinafore"

1884 — The population dwindled from three to one thousand and in 1885, the town was declared bankrupt

River Traffic

Many of our first families came to Emerson via the Red River both before and after the railroad was built. The "International" a H B Co. stern wheeler and many free traders' boats operated along the river route The first river vessel was the "Anson Northrop", afterwards the "Pioneer" brought by the H.B.Co. from the Mississippi In 1881 Competition led to amalgamation and in 1882, the Red River Transportation Co. was formed which absorbed the two boats of the Merchant's line the "Manitoba" and the "Minnesota" and later the "Selkirk" "Marquette" Alpha "Dakota" "North West" "Swallow" and the "Cheyenne" The river in these days, said Mr Geo Allen, was narrower and deeper than in the 1960's and more constant in depth, permitting navigation for several months of the year

On passenger boats, the fare from Emerson to Winnipeg was $2.50 Going down, the trip took 8 to 10 hours and the return trip upstream from 12 to 14 hours. Mr Wm Clark told of his coming to Emerson from Ottawa in 1876, the last part of the journey being on the "Old International" as the pioneers fondly called it The boat was so crowded, that a group of young men, like himself slept on the deck. There was Tom Coulter whose son became mayor of Winnipeg, Mr Stewart, whose daughter married Valentine Winkler and the Dick brothers and Mr Gunn bound for the Roseau and Ridge country Mrs Delaine told of the two men, who because of the uncertain time of arrival, waited for the boat and roused the people who had business to transact when the whistle of the boat was heard It was a pleasure to meet the boat to see who were coming to make Emerson their home, and to judge the worth of the new-comers by the quality of their furniture and household effects. When the Guthries came in the spring of '79 they brought a parlor suite and organ and thus were assured of recognition Mr Geo Allen told of meeting the boat the day Mrs Wm McClelland arrived, the first woman to come in this area from the east Those early Morris settlers landed at the H.B.Co. post on the west side of the river

As late as 1882, river commerce was extensive to which the following press reports attest

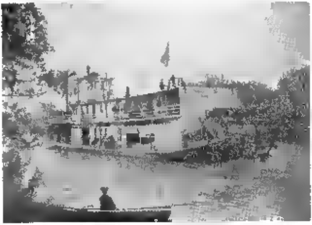
September 1882 The "Cheyenne" left for Winnipeg this morning, part of its load consisting of 34 000 ft. of lumber from Carney and Watson's mill for J.G McDonald, contractor

October 1882 The steamers "Cheyenne" from Winnipeg and "Aslop" from Moorhead Minn with barges loaded with wood moored at the Carney and Watson mill, give that vicinity a lively appearance

In 1879, the "Minnesota" brought in one trip, 33 consignments of goods for Emerson merchants. The charges alone were $720 On two previous trips, charges were $650 and $1100. At this time the railroad as well was carrying freight.

In 1879, the "International" advised that the boat trip to Winnipeg was more pleasant than by train because even though it took longer one arrived in downtown Winnipeg and in daylight, whereas the train deposited its passengers at St Boniface station The ferry has stopped running at that hour and small boats had to be hired in order to cross the river to Winnipeg.

In April, 1882, the newly organised St. Paul, Minneapolis and Manitoba Railway Co. telegraphed the Red River steamer "Selkirk" and arranged to use her to transport passengers from the "Y" at St Vincent to Emerson as their track was under water The "Selkirk" passed from the river into a "flood" lake near St. Vincent, crossed the



The last Red River steamer to make the trip from Grand Forks to Winnipeg through Emerson was the "Grand Forks" It is shown on this last excursion trip in the above picture. It stopped at Emerson on June 7 1909 track and took on passengers and baggage near the section house. With a scow, laden with people and goods in tow, she steamed along east of the C.P.R. line and transferred those north bound to the train at the Joe bridge and those southbound walked south along the tracks to Emerson. Mr. David Forrester was one of this party. He told of three special trains carrying an influx of hundreds of settlers arriving at this time.

Although the Red is still classed as a navigable river, water traffic has ceased. The railroads, buses, trucks, cars and airplanes have replaced the "pioneer" craft that once plyed their way up and down the "Mississippi of the North".

The last boat to make the trip from Grand Forks to Winnipeg was the "Grand Forks." Notes from the Emerson Journal of June 11, 1909 tell us that "on June 7, the steamer "Grand Forks" having left her home port on June 6, arrived in Emerson." The bridge was swung without any trouble, although it had been six or seven years since it was last moved, and a party of Emerson businessmen went aboard to join those from Grand Forks, Drayton and Pembina. The "Gateway City" contingent comprised Herb Wright, J.W. Whitman, J.A. Badgley, Wm. Gault, F.F. and E. Casselman, C.A. Whitman, J.W. Bailey, A. Johnston and M.S. Bucknam. Round trip tickets were sold at Grand Forks for $15.00, but passengers from Emerson paid $2.50 single fare, which included meals. The trip to Winnipeg took twelve hours at fairly

Wm. Fairbank's home, which was built in 1880 and is now the residence of Mayor Forrester cables had to be lowered and the pontoon bridge at Morris opened. Emersonians returned by train the next day. Upon its return, the "Grand Forks" arrived at Emerson on July 9. School children led by Principal Crerar visited the craft. It had been more than twenty five years since a boat had made the trip. The vessel was in command of Capt. Ferris who had been the skipper of the "Manitoba" in 1879.

Town clerk Unsworth, on behalf of the town council and board of trade, read a congratulatory message to the company, captain and promoters.

(Pictures of this boat with the school children aboard were taken by R.G. Masterton and lay in an old album until interest was aroused by Mrs. Reg. Basken in her articles, "Steamboats on The Red River" which appeared in the Beaver Magazine in 1950. Reprints of these pictures have been deposited in the photographic archives of the provincial library thanks to Molly McFadden, one of those school girls of 1909.)

Emerson Journal, June 25, 1909

"Last Friday evening, the steamboat excursion was an event out of the ordinary run of Emerson functions. The occasion was the C.N.R. picnic and the steamer "Grand Forks" made trips on the river. Pembina people, too, took advantage of the opportunity, old timers and youngsters vying with one another to see who could get the most pleasure out of a steamboat ride on the raging Red."

Bridging the Joe 1876-1883

In July, 1876, the first bridge over the Joe was completed on the Carney property. The following spring a freshet swept it down about fifty rods, but it was saved. However in the fall it was again swept away, this time for good. The second structure was built of poplar poles in 1878. Just as the work was done, Perry Walton came along with a load drawn by oxen. The oxen broke through, so in the following spring, people on both sides of the boundary co-operatively built an "international" bridge which was used until 1883, although the approaches were good only in dry weather. The railroad bridge was the second one built there and it was in a precarious condition in 1883.

The editor of the International took a drive with Mr. Fairbanks out east around the country and on returning wrote a story of the bridges over the Joe, concluding with the comment, "It is hoped the day is not far distant when construction of bridges and improvement of roads will not be left to the charity of the settlers, but that the local government will give southern Manitoba a fair show in the distribution of public funds."

In Nov., 1883, the Buckman Bros. completed a new bridge over the Joe near the railroad at a cost of $650. The bridge afforded a direct road to Emerson for all who lived down river.

In March, 1880, James Ford brought his family, agricultural

Caul as pastor. Mr McCaul lived in the Marais district and walked to Emerson each Sunday to conduct the service. The first meeting was held at the home of Mr. Dusensing, but before long, a small building, built at a cost of $300, was secured on Main St. Charter members were Rev Daniel McCaul, Mrs F Myrick, Mrs. A Smith, Mr and Mrs. Theo Jasper and the Misses Annie and Julia Jasper. Accounts tell of the ladies cooking an oyster supper to raise funds for an organ. In 1879 because of failing health Rev McCaul resigned and was replaced by Rev James Anderson of Hillsburg, Ont. In 1880 a new church was built on Morris St. and all other churches closed the day it was dedicated in order that all might attend. The present structure was built in 1908. Four generations of the Root family have attended the Baptist Church in Emerson since 1882. Other well known families attending in the earlier years were the Bucknams, Dellis, John Whitmans, Fenwicks and Clarks.

In 1875, a Methodist minister Rev Daniel Pomeroy organized an Episcopal Methodist Church in Emerson, following a period when he had travelled about the Red River settlements by ox cart. The first building, on the corner of Dominion and First Sts. was completed in 1876. It was described as a comfortable frame building with seating capacity for 100. It was adequate only until 1879 when an imposing

The original Carney House, built in 1882, as it stood after its conversion to an apartment building and sale to David Forrester in 1908. As an apartment block it was named the "Strathcona". It was rented by Mr. George Durand in 1930 and was destroyed by fire in 1937.

brick church 30 ft. x 60 ft. with a tall spire, was erected at a cost of $5,000. Rev Pomeroy was followed by Rev Edwards. The church was eventually converted into a residence for Mr and Mrs. Fairbanks, later to serve as a Sunday School room for the Presbyterians and finally was destroyed by fire while being used as a barn on the David Forrester property in the early 1900's.

In December 1879, Rev George Young of Fort Garry fame arrived in Emerson to establish the Weslyan Methodist Church. Rev Young, who had been the pastor of the first Methodist Church in Red River and whose name is immortalized in connection with the early history of Manitoba and the Riel Rebellion became the first pastor. A church called the Tabernacle, was built on the corner of Winnipeg and Morris Sts. Friends of Dr Young in Oshawa Ont., sent him a good two keyboard organ, which was played for many years by Bertha Guthrie. The organ was hand pumped and through the years the different boys of the congregation including the Wrights, Hamiltons and Cummings, took their turn. Mr Casselman regularly paid them 10c a Sunday and in emergencies did the job himself.

In 1884, the Episcopal and Weslyan Methodist Churches were united to form the Methodist Church of Canada. The larger brick church had been used by the Salvation Army for a few years, but in 1885, the Methodists again occupied the church. In it a famous bell was hung. Mrs. Margaret MacLeod tells about the bell in her "Bells That Rang in Red River". "The last bell of Red River days came to Grace Church, but on its arrival found itself a public institution. It was immediately adopted as a town bell by a village of 300 people, just beginning to be called Winnipeg — and hung in a belfrey beside the Weslyan Methodist Mission House built by Rev George Young in what was still Red River. It is the only bell that came to Red River by ox cart — weighs 250 pounds and has a fine tone. The inscription on it reads:

Jones and Co. Troy N.Y. 1869
Presented to the
1st W.M. Methodist Church erected in
Red River

By the W.M. Sabbath School of
Oshawa Cannada

W. H. Gibbs, Supt. A.D. 1869

This bell has special interest and value since it is the only Red River bell that has a personal inscription cast on it (even though "Cannada" is spelled with two 'n's'). The abbreviation "W.M." represents Weslyan Methodist. The bell was rung when Col. Wolseley and his men entered Winnipeg in 1870. It was rung for fires in Winnipeg and while it hung in the brick church it was once again used as a town bell when the town hall burned in 1917. It rang in 1918 on Armistice Day. Rev Young spoke of the bell as an "historic bell" and in 1907 wrote "The good old bell was duly loaned by me to the church board in Emerson for use until such time as required elsewhere."

Some well remembered families in the Methodist congregation of

the late 1800's and early 1900's are the Badgleys Hintons, McFaddens, Fairbairns, Wrights, Hamiltons Cummings Vanwarts, Youngs Fords, McCartneys, Baldwins, McGirrs, Bowsers, Whitleys, Waltons, and Casselmans

Since the union of the Methodist and Presbyterian Churches in Emerson in 1925 the historic bell has hung in St. Andrews United Church, although its tone is smothered owing to the confines of the space in which it swings. The old organ sent from Oshawa was moved there too and was played by the daughters and grand-daughters of these early Methodists

In these earlier days, grocery stores were licensed and there were several hotels and a brewery in town. Consequently church people organized a branch of the Dominion Alliance a temperance society as well as a Total Abstinence Reform Club.

The prosperity of the people was reflected in these items —

Christmas 1880 Miss Alma Cole organist at the Methodist Episcopal Church, was presented with $25 in appreciation of her services,

1881 The Wesleyan Methodists presented their minister Rev. Bridgeman, with a set of furs a coat, cap and gauntlets, in appreciation of his services. An address was read by F.E Burnham and signed by J Johnstone, George Walton and Chas. Pull

1881 Mrs. Pope wife of the M.E. minister was given a gift of a fur coat before going on a visit to her home in Ontario. Mr T V Badgley made the presentation

1881 Rev McGuire was presented with a coat, cap and gauntlets by his congregation A party of friends and neighbors visited the Rev John Scott and gave him $100 and a fur coat to his wife

1882 Members of St. Luke's presented Mrs. Broughton, their organist, with a jewel casket containing $100

Mr Sexsmith organist at the Wesleyan Methodist Church, who is leaving for a holiday in the east, received a gift of money in appreciation of his services.

The W.M Church has built up a fine library of 200 books.

In July 1880 the Church of the Sacred Heart was consecrated by Archbishop Tache, assisted by Catholic clergy of southern Manitoba. There were printed forms of the ceremony and the ushers, George Germain, Mr Tetu and J Tennant wore black broadcloth suits white ties and white gloves. Mrs. Germain was organist

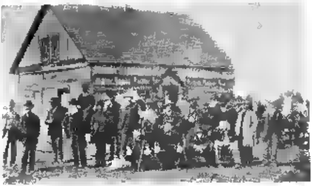
The church and house were situated on 4th St. and Roseau Father Jutras was the first and only resident priest. Eventually the house was rented and in 1916, a grass fire set by the tenants spread to the church to completely destroy it. In 1919, the house was remodelled to serve as the church A few of the earlier attendant families were the Malloys Sullivans, McDonalds, Turners, Riverds, Gagnons, Renvilles, Godons and Fays

In West Lynne a congregational church was formed in 1881 with services conducted in the school room every Sunday morning by Rev W Ewing A Methodist church was also built, but was later moved to the Morris. The school room was also used by the Anglicans Previously services had been held in Mr J Delaine's Hotel

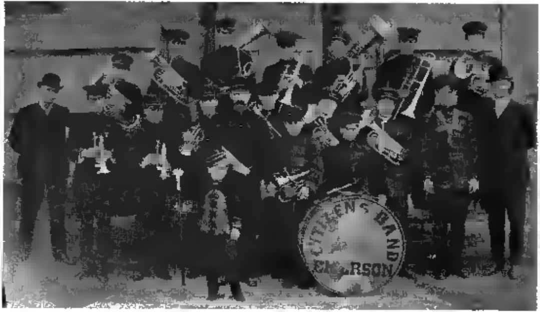
Registry Office 1875 - 1941

The registry office opened in Emerson in 1875 and closed in 1941 Wm. Hill Nash was the first registrar He was succeeded in 1885 by Mr John Angus, who continued as registrar until his death in 1915. During his lifetime Mr Angus took a keen interest in outdoor sports. He formed the first lawn bowling club in rural Manitoba, which was accommodated along with tennis on the spacious grounds at his home Mr Angus used to tell the story of a man, one of a party of recent arrivals from central Europe who came into his office and inquired, "How much does it cost to lick him?" After some questioning it developed that the new Canadian mistook Mr Angus for the magistrate and wanted to know where he stood with the law if his contemplated fight with a neighbor culminated in action

Mr David Wright was registrar when the old town hall burned in 1917 Miss Minnie Tandy succeeded Mr Wright in 1918 and in 1925 her sister Elizabeth, took the post until it closed in 1941 All titles to land had been gradually transferred from the old system to the new Torrens Title system of registration



The original custom's house as it stood on the Dakota side of the boundary in 1881, prior to its purchase by George Pocock and its subsequent removal to West Lynne. Pictured in the group photo are: Chas. Whitman, E. Casselman, D. Forrester Mr Lewis, A. Rinard, George Pocock, Wm. Mills David Wright, Mr Armstrong J E. Cooper, Wm. Lucas, John Whitman, Frank Pocock, Jim Sanders, Geo. Christie, Harry Goselin, Wm. Unsworth, D. H. McFadden, D H McArthur Wm. Whiteley John Angus, Kenneth McRae, Mark Whiteley Robert Hamilton, George Allan, Robert McDonald. Wm. Fairbairn, Roy Whitman and Dan Lendrum.


CITIZENS BAND
EMERSON

The Citizens Band of Emerson in 1906 pose for this group photo on the accompanying page. Rear row (left to right) —Leonard Hamilton, Bill Sherbinow, Norman McLean, Joseph Rivard, Bill White, Shea Buckman, and Wellington Hamilton. Second row — Thomas Connell, Lorne Connell, Claire Buckman, Cecil Hamilton, Jack Hamilton, David Peterson, Gordon White, Gordon Hamilton, Harry Gault, Willie Spence, Ray Rivard, Wm. Ballantyne and Robert Hamilton.

West Lynne

Charter for the incorporation of West Lynne was granted in 1882. The first council elected was Mayor J.F. Tennant, Councillors Ward 1 E. Depensier and Mr. Lewin, Ward 2, W.B. Rehmsen, J.E. Tetu, Ward 3 Wm. Mills and Harry Wexellbaum. The town was laid out twenty-four blocks long and three and one half blocks wide.

The Henderson directory published in February 1882, lists 160 names. It states that West Lynne has some fine stores, a weekly newspaper, post office, etc. A large amount of grain was purchased here. Population is rapidly increasing.

Among the names of the early residents are some that are still familiar such as H. Abbott, dairyman, W.F. Crosby agent, Duncan Mathieson, Hudson Bay Co. factor, A. Hogeboom, farmer, John Hooper tailor, A.T. Newgent farmer, Geo. Pocock, miller, four Tennant brothers, J. Tetu Immigration officer, Ed Vance, horse trader, Enoch Winkler lumberman, Jack Delaine Windsor Hotel proprietor, Dave Hamilton, Hudson Bay Co. store, Wm. Mutchmore, who planned a sub-division north of West Lynne and built one house before the boom collapsed and Dr. James Bedford who had come from the U.S. with a diploma from a school of Homeopathy. During an outbreak of small pox at Gimli the government asked for volunteers to go to the aid of these stricken. James Bedford went and was so successful and popular both there and in his home town that the Manitoba government rewarded him with a degree in medicine. Dr. Bedford and his family later lived in Emerson.

West Lynne boasted of four general stores, six hotels, the Windsor, McDougall House, Golden Hotel, West Lynne Hotel, Riverside Hotel and Farmer Home, a brewery where a new quart pail could be purchased for fifteen cents, cash and carry, a pop factory, cheese factory, several grain warehouses, five implement shops, a weekly newspaper, two churches, and a school.

The first child born in West Lynne was Alice Lynne Delaine, in 1879. The old H.B. post was torn down in 1880 and replaced with a fine new store where several clerks and two cash boys were employed. The neighboring fort at Pembina, N.D. was abandoned in 1895. Thus two historic landmarks disappeared. People of the countryside missed the sound of the cannon fired at sunrise and sunset from old Fort Pembina.

The 1898-99 classes of the Emerson School are shown in the accompanying picture. Standing second from the extreme left is Walter Forrester. At the right in the back row is Fred Gershaw, later a senator. At the left, wearing a white cap is Jack Williams. George Bedford is seen to the left, clutching a school bag. Fred Fay, Lorne Buckham, Harold Whitman and Bob Angus stand to the right of George. George Turner is the lad at the left with his hands over the shoulders of a younger companion. Sitting on the ground, wearing three hats, is Wellington Hamilton, followed by Jack McLean. Sitting seventh from the left is Bob Bedford, followed by Ray Rivard. Fifth from Rivard is Roy Burdette and seventh— Garnet Fairbairn. Some of the older students in the back rows may be recognized. They include: Jessie Allen, Frank McArthur, Zella Badgley, Clara McGirr, Casselman girls, Birdie Walton, Mabel Forrester, Lulu Pocock, Kate Annie, Ethel Boswell, Nettie Hamilton, Belle Cranley, Nita Badgley, Margaret Jacobs, the younger Forrester girls, the Christie girls, Bessie McLean, the McFadden girls, the Tandy sisters, the Lovey's, Jennie Lucas and the McCaul girls.

A view of the heavy snowfall, that caused drifts as high as telegraph poles in some sections, that fell during the winter of 1896-97 preceding the flood of 1897. The snow shoers are (rear left to right) Kate Angus, Will Walton, Mrs. McCaul, Maggie Bell, Nell Angus, Tom Walton, Mrs. Casselman, and Dr. Elkin. Front row (left to right) Minnie Ford, Mrs. Frank Bell, John Angus, Frank Bell and Mr. Fraser

Custom's Office History

A resolution to be presented to Hon. Mackenzie Bowell Minister of Customs, on his approaching visit to Manitoba by a citizen's committee of Messrs Chalmers Killer Fairbanks, Carney Suffell, Carman, Lane, J W Whitman, and C Flexon, was drafted asking authorities to move the customs office to Emerson at a meeting in 1879 Before this was accomplished the customs office was moved into the same building as the post office The stamp read, "Emerson Outpost of Winnipeg"

There is an old log house on the former Pocock property which had been the first Custom House on the border in fact it was just across the border on the Dakota side It served the purpose from 1873 to 1878 In 1901 Mr George Pocock had bought the building from the people who lived there Before it was moved, Mr Lewis then C P R agent in Emerson roused the interest of the citizens and a group picture was taken in front of the building Post cards of the picture were made and a few are still in existence and treasured by 'old timers'

When the post office became overcrowded, Mr Bradley the Collector of Customs becoming impatient with the lack of response from the Department, put up his own building on Taylor St. near the river There were two assistants, one of which was Mr Wm. Mills. Due to rail traffic, an office was also provided at the C.P.R station In 1882, Emerson was made a port of entry collector's salary increased and additions made to the staff.

An old customs letter book has been preserved which contains interesting data regarding the cost of living in 1890 There had been complaints of smuggling being carried on locally and Mr William Cooper collector at that time was asked for lists of prices of food, clothing and building materials both here and across the border Quality flooring was $25.00 a thousand and hard coal $10.00 a ton Food and clothing were relatively priced

In 1907 when Ren Lendrum, younger son of a West Lynne pioneer family joined the customs staff there were six officers, two at the C.P.R., two at the Junction and two in the town office then situated in the McKay block. In 1950 five offices with a staff of thirty-seven permanent and four seasonal officers, attend to the railway truck & tourist business of this busy port.

Post Office History

In January 1878 the post office which for four years had been at the H B Co post in West Lynne, was transferred to Emerson Old timers have told how the mail was brought to Ashdown's store and everyone came and picked out their own mail, a very unsatisfactory arrangement, now that Emerson was a thriving town Accordingly Mr Lewis fitted up a building on Church St. near the river The "International" the weekly paper of 1880, had this to say, "The inside of the post office looks quite citified with glass front boxes and yale locks." In February the new stamp and seal were received and Emerson post office was made a money order office in September of the same year. In 1880, it was made a daily reporting office the significance of which is indicated by the fact that there were only 30 such offices in Ontario and 2 in Quebec. On September 27, 1880, the post office handled $1200. On November 27, 1883, business amounted to $1700, a sure sign of commercial development in the town.

The first post office in the district was established under the name, "Pembina", on July 1, 1871. Two years later, on April 1, 1873, its name was changed to "West Lynne". The Emerson Post office replaced the West Lynne office at the H.B. post in West Lynne on Feb. 1, '79. Old

Postmasters who have served at the Emerson post office since its inception were: Wm. Watt (July 1, 1871 – no record); F.F. Bradley (no record – March, 1875); H.T. Lewis (Sept. 1, 1875 – July 21, 1884); Geo. S. Nash (July 22, 1884 – June 13, 1889); Chas. D. Maybee (Aug. 1, 1889–Feb. 14, 1897); D.H. McLean (Apr. 1, 1897 – Mar. 12, 1915); Wm. Watson (May 3, 1915 – Sept. 21, 1944); Miss Hazel G. Watson (Sept. 23, 1944 – April 6, 1946); Mrs. E. Fralick (July 1, 1946, Acting); Leslie Farris Greene (Apr. 1, 1947 – June 2, 1947); Mrs. E. Fralick (June 2, 1947 – Acting); and Trenton Claude Scobie (Jan. 8, 1948 –).

Those in charge of the West Lynne post office were: Duncan Matheson (Oct. 1, 1879 – June 30, 1885); Andrew Simpson (July 1, 1885 – July 31, 1887); Edwin H. McCrea (Aug. 1, 1887 – May 31, 1898) and W.D. Hamilton (June 1, 1898 – June 30, 1900).

An early view of the port of Noyes, Minn., across the boundary from Emerson.

Floods in Emerson

In 1882, at the peak of its prosperity Emerson experienced its first flood. The people were surprised and after an extemporized meeting in the town hall, a party of young people started off to explore the river for a possible ice jam. The only available craft was not entirely seaworthy, but finally after much mending and the raising of a mast and the rigging of a spent sail, the party got underway on Monday morning. They reached Morris that evening and the next morning set sail for Winnipeg. That evening they telegraphed from Winnipeg, "Ice jam at St. Norbert — river now clear." Their adventures were detailed in a log kept by Capt. King of the Merchant's Bank. They made from 3 to 18 miles per hour, using the sail part time. Hundreds of wild ducks were seen and two were shot. In the expedition were Capt. King, First Mate D. Shaw, Gunner J. Gowanlock and Boatswain J. Waterhouse. The flood of '82 carried away the first traffic bridge at the foot of Park St.

The year 1883, brought a flood of medium proportions, 8 inches lower than that of 1882. There was a depth of two feet, ten inches of water in the stores in the Alexandria Block.

The 1897 flood is still well remembered by many in Emerson at the time of this writing, especially Easter Sunday, April 18th, when in freezing temperatures, high winds lashed the buildings to leave them coated with half an inch of ice. The storm caused great damage. Sheds were away from buildings, older structures were completely destroyed and people feared for their own safety during the time of peril when they lived in the upstairs of their flooded homes. The water continued to rise but when warm weather returned the populace could walk about on the wooden sidewalks that were fastened together. The wooden sidewalks would float, but it was the delight of pranksters to congregate near some unsuspecting person wearing low boots and causing the raft like sidewalk to submerge. A week after the storm the steamer "Assiniboine" reached Emerson after a trip in which it rescued those marooned and left supplies where needed. The Assiniboine was not the first to pass along Emerson streets, however. In the spring of 1882, river craft had handled freight and passengers by navigating through previously impossible places.

Some notes from the Emerson Journal of April 28, 1897 —

The Allens were very much frightened when the bricks on the south side of their house fell off during Saturday night's storm.

Chas. Maybee had difficulty getting his wires to work this week in his telegraph office on the third floor of the Alexandria Block.

W. Butle had 600 bus. of seed grain in a bin on a raised platform to escape the water but the high wind and waves washed out the props and all was lost.

Dr. Elkin and W. Fraser started for Winnipeg by canoe on Wednesday but their sail broke and they returned. E. Casselman and Mr. Fraser started out again on Thursday. They plan to return by train.

Dan Forrester came from Winnipeg by C.P.R. last Monday. He had to walk from the Joe Bridge which is badly damaged. The Bradley bridge is almost completely wrecked.

Michael Scott and W.C. Hartley rowed to St. Vincent last Saturday afternoon. Coming home they were caught by the storm and had great difficulty in the darkness to find their way and keep their boat from being swamped.

McGirr and Hinton are afloat at the same old stand.

Bell and McCaul" have moved to the third floor above their store (both in the Alexandria Block.)

Chas. Whitman and Geo. Christie were ducking this week and there were others.

J.W. Whitman is doing business upstairs over his store on Dominion St. He also has some goods at the C.P.R. station, where Mr. Shaw waits on the customers.

The Journal is protecting Mr. Anne during the flood who is dealing out produce, flour, feed, etc. from a back room in the improvised office on Church St.

W.C. Hartley, principal of the school, is keeping up his classes under difficulties.

The C.P.R. has promised that we shall have mail today. There has been none from the north for a week. Mail from the south came in yesterday. It had been brought from Grand Forks by hand car and boat.

The Marais River is flooded from the Red. It is into McClelland's stables and frolicking about Andy Irvine's door.

It is recorded that in the stores of the Alexandria Block there was a depth of nearly five feet in 1897.

In 1904, there was high water that crept onto the main streets. Mr. C.A. Whitman told of the water just reaching the floor of his store on Dominion St. which gave him an opportunity to give it a good cleaning.

The year 1916 brought another flood with just enough water on Main St. to float a boat. Mr. Sid Wightman made a bridge of boxes and planks in order that a crossing could be affected on Main St. The Bank of Ottawa staff conducted business in a building on Church St. but kept their books and cash in the bank's vault, which had been raised on timbers high enough to escape the water.

For 32 years there was no high water in Emerson and people forgot that such a thing could happen until 1948, when the water rose to a height enabling it to reach Third Street in some sectors.

The Red Cross established their headquarters in the parish hall of the Anglican Church where volunteer workers distributed goods, handled orders for groceries, and distributed mail. Boatmen were hired by the town council. An inspector of the Dept. of Health and Public Welfare of the provincial government supervised the purification of drinking water and it was distributed by the crew of an army water truck. The flood acted in a normal fashion with a duration of approximately two weeks. At the crest of the flood, there was just under three feet

The facing picture was snapped during the height of the 1897 flood in Emerson. Ed Vance may be seen standing to the left of the post at the left of the picture. Also at the left of the picture standing in front of the Alexandria block are: Mr and Mrs. James Dowswell and children, the Casselman girls, and Elma and Garnet Fairbairn. In the boats (left to right) are: Joe Hunter, George Sutherland ("Doc Fudge") Bob Nugent, Chas Whitman and grandson Charlie, Alex Bowes and Roy Abbott and Chas. Whitman. At the back right (left to right) are George Hamilton and C.A. Whitman.

of water in the Alexandria block.

Again in 1950 the Red swept over the town with a height of 6 ft. 4 inches being recorded in the Alexandria block. The Alexandria block levels most clearly illustrate the heights of the various floods as the height of water is now gauged differently than it had been prior to 1948.

As flood waters advanced, a crew of workmen moved furniture to safety and families were evacuated to higher ground. Living quarters were provided in cars spotted by the C.P.R. in their yards. The "Skid Row" colony grew until its population numbered 100. A railway mail car served as the post office and a portable restaurant was gradually towed eastward as the flood advanced. Merchants stocked staples at the C.P.R. station, the United Church and the lumber yard. The lumber yard store finally sought a corner spot in the restaurant. The Red Cross depot was first established at the Anglican Church, but was forced to move to the basement of the United Church and finally to the main auditorium. At the depot, volunteer workers assisted Mrs. R. Long, the local society president, in serving and delivering food. A temporary telephone exchange was established near the elevator. Mr. Jack Templeton, a veteran of several floods, moved his electric cooler to props on the back porch of his home and was able to supply a limited but regular supply of meat. Fortunately electric power never failed. A fleet of boats operated throughout the town and during the worst of the flood, motor boats met the train north of the Joe bridge. The train had been unable to continue running to Emerson when flood waters swept over the tracks and threatened the Bradley and Joe bridges. The army again supplied a tank truck and water purifier and a railway tender stood at the C.P.R. filled with emergency water. An army "weasel" also served as an evacuation unit. A patrol boat, "the Arkinette" moored to an elm tree near the Peto residence one Sunday evening. The "Armeult" a Game and Fisheries vessel operated by the R.C.M.P. arrived a few days later. Another day a hydroplane in the same service landed on the river near Main St. Dignitaries from Ottawa flew over the inundated area and the Red River Valley Flood was declared a national emergency. Large sums of money were raised all over Canada to help those stricken. A few former residents of Emerson demonstrated their affection for the home town by sending contributions direct. They were Mrs. Z. McGregor of Penticton, daughter of J.A. Badgley, Mr. J. Bullis of Emerson and Mr. F.W. Cook of Brandon who had lived in Emerson during the '97 flood.

History of the Old and New Cemeteries

The crown gave each of the four churches of early Emerson five acres of land on payment of $1.00 per acre for a cemetery situated one mile east of Emerson across the Bradley coulee. There are no records to tell of the first man interred there as a result of a shooting accident, but the second was Sam Smith, Mrs. Delaine's first husband, in the winter of 76-7. Only one part, that consecrated by the Anglican Church, was ever used. There was no formal arrangement of plots and in later years it was impossible to say where certain graves could be found. For example, a tombstone once lay for months at the C.P.R. station as no one could say where the plot was for which it was intended. In 1890 when Mr. David Wright was Town Receiver he planned a new cemetery to be located on higher ground within reasonable distance of town. The new site was deemed advantageous, as there had been many times during the spring flooding of the coulee or during the deep snows of winter when it was impossible to reach the old cemetery. People were urged to move the graves of their departed ones and in most instances this was done. Most of the old cemetery land was sold for farm land. Emerson now has a beautiful cemetery with well mown paths, an abundance of flowers and shaded by giant spruce trees. It is one of the community's beauty spots and is a memorial to the late David Wright.

Former school chums that were taught in Emerson by Miss Stillington during the years, 1885 – 1895. They gathered for this group photo during Emerson's Jubilee Celebration, July 23 – 24 – 25, 1925.

Newspapers

Emerson's first newspaper "The Emerson International" a weekly newspaper of eight pages was founded by Chas Douglas, an experienced journalist The first issue was dated Christmas, 1878. The initial press run of 1600 copies increased in one year to 1 150. In the early eighties it became a daily paper for a short time. It had been the paper's custom to print the names of newcomers registered at the hotels but the practise had to be discontinued when the lists became altogether too long for publication In 1879 Mr Douglas printed 3 000 copies of a widely distributed special immigration number which contained much helpful information to people contemplating moving west As a result, emigration from the eastern U S and Canada was stimulated One has only to scan the pages of that year's papers to realize what a power the publisher of this paper exercised in promoting the advancement of this town and district. When the boom collapsed, Mr Douglas went to Vancouver where he published a paper and later became mayor of the city

The following is a list of the local advertisements that appeared in the first issue.

Wm Hill Nash Barrister D.G. Munro M.D Harvard graduate D.H. Cameron M.D McGill graduate Batchelor and Faulkner Painters of houses, signs and carriages. K. McRae Blacksmith F W Folson Saddles, harnesses etc D. Lawrenson Furniture cabinet makers, undertakers Jerry Robinson Dry goods Ashdown & Co General store W Brooks Emerson wagon and carriage factory J F Tennant Livery and feed stables Cooper and Carmichael Carpenters Thomas Carney Building lots, lumber stoves etc C.M Almon Clothing, boots and shoes F T Bradley Farm lands, lots in south Emerson and Mountain City Theo Jasper General store F Martin Ontario House In 1881 the number of professional men and firms advertising had increased to 44

George Baldwin, who had been a teacher for 3 years in the Emerson school issued the first copy of the Western Journal on January 2nd, 1879. In October of the same year his office was destroyed by fire. While he was away in the east making arrangements to resume publication, A D Peterson established a reform paper "The Emerson News" closing out Mr Baldwin but the "News" only lasted a short time

In West Lynne Mr M Hooper started the West Lynne and Southern Manitoba Times in September 1880. When Mr Hooper became King's Printer J Tennant & Co. conducted the business for a few years

In February 1889, the International was advertised for sale, and in the following January the "Southern Manitoba Times" appeared under the management of George Walton. The "Times" was succeeded by "The Emerson Journal" in July 1895 under the proprietorship of A.A. Easley In December 1896, negotiations were concluded for a change of proprietors, and in the issue of January 1st, 1887, the names of D.J. Hartley and W.B. Ballantyne became associated with the "Emerson Journal". D.J. Hartley was replaced in the partnership in January, 1890, by a Mr. Griffith. In 1899, Mr Ballantyne assumed full control. Mr Ballantyne contributed greatly to the life of the community in the years he was in Emerson. He was a man of cheerful disposition and along with Mr Fred Woods, was a great promoter of sports, picnics, excursions, etc. A large oleander, given him by the Hendersons when they left town, graced the window of the Alexandria block office. Mr "B" had complained to Dr Henderson that it was covered with some pest. Immediately after the fire he sent a card to Dr Henderson at Stonewall stating simply "No bugs on oleander".

The Journal office was located in the Alexandria block until the disastrous fire in 1908, which destroyed two thirds of the block. The "Journal's" next home was in the building now occupied by Mr. S. D. Wightman, but was soon moved to the downstairs of the former Masonic hall, which was on the site of Fitch's store that burned in 1943. On July 18, 1925, Emerson's printing business suffered its third conflagration in the Masonic building. Two months later, Mr Ballantyn passed away. On October of the same year Mrs Ballantyne re-established the paper in a wing of her home. Following the depression the "Journal" absorbed the "Dominion City Star" in 1936.

Mrs. Ballantyne successfully operated the "Journal" until its sale in July 1947 to Manitoba's youngest editor Mr W.E. Carlson. In 1948, the "Journal" was established in its present quarters—a new building on Church St.

Town Hall, Emerson, Man.

Emerson's former town hall, on the site of the present structure, which was destroyed by fire in 1917.

Agricultural Society, 1879

In April, 1879, plans were laid to have an agricultural fair in the fall. Interested people arranged for a meeting on April 19 and the following were elected: Pres. – John Mardy of Marais, 1st Vice Pres. – Duncan McKertcher of Roseau, 2nd Vice Pres. – Robt Brown of Emerson, Directors – Wm. Grant of the settlement belt, G. Vesey Fitzgerald of the Ridge, Henry Tennant of Dufferin, J.F. Houston of the Marais, Mr. Trembley of St. Jean, Glines of Morris, and Robert Curran of Emerson. W.N. Fairbanks acted as Secretary and T. Carney was Treasurer.

The organization was called "The Morris County Agricultural Society" and all were urged through the medium of the press to join and help lay plans for a grand post harvest fair. An initial grant of $100. was given by both Messrs. Carney and Fairbanks.

The first fair was held as planned on September 24, 25 and 26 and was officially opened by Lieut Governor Cauchon and the Hon. Messrs. Norquay and Delaune. Articles were exhibited in the new Methodist Episcopal church, which had not yet been dedicated, and special booths were built outside for displays of grain and vegetables from Dakota, Minnesota and Manitoba. Dakota won the banner for the best booth. A $20.00 premium was offered for the best two bushels of spring wheat. At the 1882 fair in West Lynne, prize winners were Allan Dunsbough, J.S. Ireland, John Fraser, Edward Davis, Wm. Landrum, Donald Fraser, James Crosby, J. Ayres, A. Copeland and L. Hegaboom.

At these fairs, in the Ladies Fancy work classes there were sections for Berlin woolwork, netting, wax flowers, beadwork, leather work, hair work, shell work, ottoman covers, rag carpets, and hearth rugs, besides the silk and cotton embroideries and plain and fancy knitting as of today. In the fine arts department there were extensive exhibits of paintings, drawings, water colors and sketches done by ladies of the town of Emerson. Several ladies competed in the equestrian class. Merchants showed their finest wares. Walton and Bird had an exhibit of silverware, Mr Foster leather goods and harness, Mr Doran, jewellery, Noble and Fallis, woodwork, Mr Jones, fancy dry goods and Miss Jasper fancy work and novelties. It was the custom for many years for merchants to display exhibits of their stocks at the annual fair.

An exhibit was prepared from produce shown at the first fair & sent to Ottawa and Hamilton where it attracted highly favorable comment and as a consequence gave a good impression of this district.

Lodges and Clubs

Lodges and clubs were organized in Emerson in its first years. The Masons formed their lodge in 1876 and held their meetings in Ashdown's store. Mr F.T. Bradley, first customs officer, was the first Master. Other members were W.R. Dick, O. Batchelor, W.L. Vickers, E T Scott, N Stewart, J.E Cooper T.C Scott, W.H. Nash, W Lucas, R McDonald, Casper Killer and C.W Kent. In 1880 a two storey Masonic Hall was built and the ground floor was occupied by the Emerson Journal until it was destroyed by fire in 1927 In 1928, a modern hall was erected on the corner of First and Dominion Sts In 1933, the Emerson lodge honored the memory of its first Master in a most unusual way Mr Bradley his wife and two young children had been interred in the family plot on the Bradley farm, north of Emerson near the coulee that bears his name. Through the intervening years, the plot had become untidy and overgrown The Masons restored the plot and instead of the original picket fence a low concrete wall was built around it. A picture of this site hangs in the lodge room in lieu of a photograph of Mr Bradley which could not be procured

As early as 1874, there was an orange Lodge in Emerson Mr Johnstone E. Cooper a member of the Wolsely Expedition carried in his knapsack from Toronto to Fort Garry the charter of the first Orange Lodge in Manitoba which as Mr Cooper settled in Emerson, was established here. Charter members were J.E. Cooper N Dure H. W Davie H.D Hamilton Hugh Carmichael, J.R. Copeland, Chas. Perry W.H Saskin, T.C Bell Wm H Nash and the Rev Mark Jukes

Also the first in Manitoba was the Forrester's Lodge called "Court Prairie Flower" Charter members were Chas Perry, Thomas Tennant, G F Baldwin, J.D Steppler James Carney Wm. Thompson, John Argury John Levering, Joseph Robinson and Dr D H. Cameron.

There is recorded a meeting of the Gateway City I.O.O.F in 1880 in the hall over Jerry Robinson's store with thirty charter members present although the names are not given

A number of gentlemen, called "The Big Sixteen" organized a social club in 1881 A corner suite was rented in the Alexandria block for $500 a year and a steward was engaged Membership in this club cost $10 and the annual fees were $10 President was Capt Nash, Vice Pres. H Killer Secretary A.F Irwin and Treasurer Dick Cluxton. There is in existance a photograph of the members, taken in their club rooms.

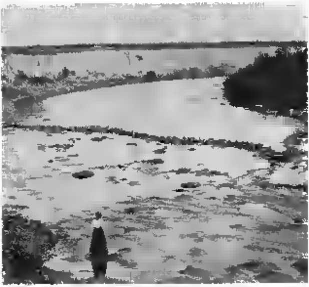
In March, 1881, a board of trade was organized with twenty seven members, from West Lynne and Emerson.

Recreation

Emerson's first band was organized on October 10 1879. A subscription list was circulated and $300 was raised to buy instruments. The band consisted of Mr Humphrey — leader John Copeland first E flat cornet, D Evans second E flat John Lucas first B flat, Peter Killer second B flat J H Delaine first alto horn Robert Carney second alto Wm Mills trombone J F Tennant baritone Tom Tennant — Euphonium, S. Mortimer bass horn Jerome Benson bass drummer S. Esdale side drummer

The first baseball club, (The Gateway Browns) was organized in June, 1879 and the first match was played between the Whiskered and Unwhiskered of Emerson.

The Curling Club, which organized in November 1878, got away to a bad start when the sixteen pairs of metal stones worth $150 ordered from Montreal didn't arrive until March. Lack of funds had delayed the shipment as members had not paid their fees. Upon the stones' arrival, the club spent every available afternoon and evening at the rink. The first game was contested by rinks skipped by James Fraser of Pilot Mound and H.S. Crosby of West Lynne. First outside competition came from Winnipeg, and following the return.



REMAINS OF ANCIENT INDIAN FISH DAM ON ROSEAU

The remains of this ancient Indian fish trap may still be seen on the Roseau River today. Here hundreds of Indians from as far west as Bismarck congregated every spring to catch and smoke jacks, sturgeon and catfish. This was an annual event every spring after the fish started coming down stream after spawning. Six young bucks, stripped to the waist, were posted at the narrow neck of the "V" made by the dam. They clubbed the fish and kept clear the baskets situated there. The squaws gutted the fish and then smoked them on piles of poles.

match in Winnipeg, players enjoyed an oyster supper at the Queen's Hotel

A library association was formed in 1878, with the original committee composed of C.M. Alman, J.H. Carney, Charles Perry, Thomas Hooper, John Lucas, W.N. Fairbanks and Chas Douglas (constitution and by-laws), A.W. Styles, George Newcombe and Wm Mills (building). Capitol stock was $300 consisting of thirty shares at $10 each, all of which was subscribed and paid in three days. Stock was increased to fifty shares at $10 each in order to erect the building which would be large enough to be used for lectures, concerts and other forms of entertainment. Proceeds were to be added to the income of the association. The lot was donated by W.N. Fairbanks. The Pembina Branch Railway Co donated lumber freight charges of $24, and townsfolk liberally gave some $500. The library Hall was built in the early part of '78, opposite the present Town Hall site on Church St. There was a formal opening in March, 1879, when J.W. Taylor, American consul of Winnipeg, gave an address on the subject "Red River Twenty Years Ago." As the building was not equipped with seats, they were borrowed from the Anglican and Presbyterian churches. Church ladies provided refreshments. Two years later, when the hall was fully equipped and the books had arrived, a strawberry festival was held on the adjoining lawn. Refreshments were served in tents and the band discoursed sweet music.

Emerson can claim an exceptional position in having literature placed at the disposal of its citizens.

By 1880 the town had passed the experimental stage and social life had become more stable with hospitality assuming greater proportions each year. In the New Year celebrations, the ladies received in groups, and many four horse rigs were driven by the gentlemen.

Two young men of Elora, Ont., George Lemon and Leslie Moir built a rink and the "International" records that the fire engine flooded same. By December 9 the rink was opened with the band in attendance. Previously skating was confined to the river.

Three hundred invitations were issued for the ball which was given at the new C.P.R. transfer station.

Horse races on the river were popular and the "International" tells of the time they were held on the Main St. when the tracks had been obliterated after a storm. $200. was the prize given.

The batchelors gave their annual ball that year in the opera house. 300 invitations were issued and an elaborate supper provided. There were patronesses and the ladies' dresses were described in the paper.

The carnival was a popular event. $10.00 was given to the best dressed couple. Costumes were interesting—suggestive of culture & luxurious living. Incidentally about this time the curlers discovered that their rink was several feet too short.

In March 1880 a Calico Ball was given by "The Three Links". It was a stormy night and the Fort Pembina string band which was to have provided the music got lost on the prairie and didn't arrive. An impromptu orchestra, the organist of the Anglican church, Mr

Griffiths, assisted by a violinist and a cornet player sufficed. Supper was served at the Emerson House.

Besides staging programs at Christmas time churches regularly presented entertainments. Good local talent was plentiful such as the 'Waits' who made their appearance shortly after midnight on Christmas eve under the leadership of Dick Cluxton. Members of the choral group were C. and T. Irwin, Tatchell, McGinley, Maybee, Hepburn, and Blaiklock.

A branch of the Y.M.C.A. held services on Sunday afternoon for the benefit of those not attending church regularly. There were week night meetings at which debates etc. contributed to the cultural and educational life. One subject debated, which ended in a tie, was whether West Lynne or Emerson had the better chance of becoming a great city.

In 1882, Forepause Circus of two brass bands, elephants and camels etc. visited Emerson.

In January 1879, the second annual ball was given by the Volunteer Infantry Co. and band at Dufferin barracks. Supper was served by J.S. Delaine. Guests partook of elk, buffalo, prairie chicken, domestic fowl, pastry, confectionery and port and sherry wine after dancing in the quartermaster's store house. Emerson people participated in the 4th of July 1879 celebration across the border at St. Vincent. The river steamer "Manitoba" was at the disposal of the community and made regular trips back and forth during the day. There was a monster parade which included the Emerson Sunday School children, the band, church ministers, Mr. T. Carney and Mr. Taylor, the American consul from Winnipeg who was the speaker for the day. Also featured was the march past by the Pembina Militia from the fort and a Winnipeg band.

In the summer of 1880, the band arranged a steamboat excursion and picnic. Captain Griggs donated the "Dakota" and a barge for the occasion, for which accomodation was arranged for 300. Tickets were $1.50 per couple and there was to be dancing on the barge. Unfortunately, the steamer burned before the event could take place.

A number of townsfolk attended the 'Payment' on July 10, 1878, at the Roseau Indian reserve. The day was pleasant barring mosquitoes.

September 11, 1878 "One of the attractions in town this week is Edison's phonograph or talking machine, admission 25c."

There was a rifle range east of town and shooting matches were regularly held. The Emerson Volunteer Co. once competed for a Meerschaum pipe.

A floral fair, arranged by Shepherd Delaine for the benefit of the Library Hall, was a new and novel form of entertainment and encouraged horticulture among the ladies and gentlemen of town. Flowers were from Rev. J. Scott's garden, from Pembina gardens and from individual exhibitors such as Mrs. Almon, Mrs. Carney and Mrs. Newcombe. The fair was repeated in 1882 in the new Town Hall. Hand some prizes were given

In 1882, the Canadian Press Association visited Emerson. In anticipation of the event, the City Council granted $500. to provide for their entertainment. The excursion arrived at seven a.m. and was met by Councillors McInnes and Bard with carriages to escort them to the Fairbank's residence where breakfast awaited them. They were then conveyed to the Town Hall where they were met by the heads of the corporation of West Lynne and Emerson. In the building, which was still decorated with flowers from the floral fair, the visitors listened to speeches and Mr Pense, president of the group, responded by saying that the hospitality received here had exceeded anything on their trip. After driving around town through West Lynne to Pembina and across the ferry to St Vincent, the party boarded their train and were away.

In those days people attended strawberry festivals, peach festivals, lawn socials, church dinners, tea meetings, parlor socials, and maple sugar festivals. Trips were taken in wagons to the homes of some hospitable families such as the Coles at Prairie Bell Farm, where evenings spent in dancing and singing were enjoyed.

There was a local Scout Co. in Emerson in its early years. The Scout Co., under Captain W.H. Nash and Lieutenants C. Killer and H. Tennant composed the guard of honor when in 1877 the Governor General of Canada visited the west and travelled down the Red River to Emerson. In the "International" of 1879, there are notices regarding church parades, sword drill, etc. pertaining to the company which consisted of the three named officers and thirty six rank and file. The following is a description of a sham fight as reported by a special correspondent.

"The forces proceeded to the west side of the river. The right half of the company under Lt. Killer was detached one mile north, the left half under Capt. Nash, formed an advance guard and proceeded to the prairie, where skirmishing took place. When the cease fire sounded, the company reformed and marched to the residence of Mr John Hooper where refreshments were served. Young ladies of Emerson had been invited by Mrs. Hooper to witness the fight and that night there was dancing on the croquet grounds."

When the second Riel rebellion broke out in 1885 Emerson organized a "Home Guard". Capt. Nash who was going to the front, appointed Mr C.A. Whitman captain and authorized him to use the equipment of the old Scout Co. which he had stored in his residence north of town, in the care of Mr John Angus. Mr Whitman, the most enthusiastic member of the company tells this story—

There were about forty five men in the Home Guard. One officer and two men patrolled the streets at night and were to alarm the populace by ringing the town bell. Everyone was scared out of their wits on the only night that it did ring, for a fire alarm. Mr Whitman was on patrol more often than most as he was an enthusiastic member of the guard and could earn a dollar by replacing someone who wanted the night off. One night, he went to their barn in the south end of town to put down some hay for the cattle. He was wearing side arms but left his rifle at the door. Upon entering the loft, he discovered the place full of men and was as he related, "The first one down the ladder". They turned out to be a roving band of men looking for a place to sleep. Another night, an officer and man had gone to the C.P.R. to meet an incoming freight train and to watch for trouble makers. Mr Whitman, stationed down town heard two shots and was uncertain whether to sound the alarm. Presently the others hurried down town to let him know that it had been torpedoes on the track. Mr Whitman preserves the muster roll of this company as a valuable relic of his youth in Emerson.

West Lynne School, 1880 - 1939

At a public meeting in 1880, the householders of West Lynne appointed a school board of Messrs. M Thompson, John Dunsy and Thos. Scott, and arranged for another meeting of citizens one week later to raise $1,000 towards the construction of a school. This was built on the well known site and opened in October with H. P. Hill in charge. In July the press tells of Mr Hill's departure and his being presented with a Bible and an inkstand as a parting gift. Mr Ambrose Stock, a member of the first Wolseley Red River Expedition of 1870, was appointed in his place. He was a good singer & musician and soon organized a singing class among the young people. Mrs. Jack McRae then Eliza Johnstone, said she and her girl friends went to the singing school not because they were such good singers, but because of the social possibilities. Mrs Dave Turner (Maggie Selvesen) attended the singing classes and sung in the Anglican church choir during the next fifty years.

There were 52 on the roll when Mr Stock started teaching. In the fall of 81 school did not open because of an outbreak of diptheria. The second year school trustees were elected by acclamation namely Messrs. A Shaver, J N Guthrie, J.A. Hoffman, D Gardiner, J Frith, R B Fisher, Enoch Winkler, J Edwards and W F Crosbie. When Emerson and West Lynne were united in 1886 senior pupils attended in Emerson.

The box elders along the front of the school site were planted by Mr Archie Healey in 1896. The boys who assisted him on that Arbor Day long ago, remember Mr Healey kindly.

In 1881 Mrs S R Root taught at the West Lynne school—her first school. Like most of the West Lynne teachers, she gravitated to the Emerson school staff.

The R Johnstone and Pocock families were always friends of the West Lynne teachers and were disappointed when, in 1939, the school was closed for economy's sake. The last landmark of past greatness has been swept away.

Early History of Emerson Schools

At a public meeting, Sept. 1 1875 the townsfolk decided that they must have a school and appointed three trustees, Wm Wallace Geo. Parker and W.P. Leslie, to make immediate arrangements The board energetically went to work and appointed Mr Grant assessor to value property and a rate of one cent on the dollar was set These were the days of $200 homes and tents. Robt. West was instructed to build a school house on Park St. near 1st Ave It was a one room frame building and on Nov 10, 1875, the sec treas Mr Parker was authorized to pay him $275. The school was equipped and opened in January 1876 with Miss Anderson in charge at a salary of $[illegible] per month for six months Miss Annie Edwards was engaged for the second half of that year In September an 8 x 10ft. storm porch was added at a cost of $1[illegible] Expenses for the first year were $417.34 Geo Baldwin was the next teacher and this school served the purpose until 1879

At the annual meeting in January the subject of a new building was discussed From the secretary's report, things seemed to have gone along somehow without a regular caretaker but with spasmodic scrubbings and yard rakings, usually after someone had complained about conditions there In January 1879 Rev Cyprian Pinkham, Prov Superintendent of Protestant Schools, made an inspection. Mr Baldwin, teacher for three years, started a newspaper "The Western Journal." The press records, "P C McIntyre opened school on Monday." Inside of a week, Mr McIntyre left for Winnipeg where he later became postmaster Mr Menary was hired staying for three years to take a prominent part in all good works and in the advancement of cultural life in Emerson. Students in those days studied arithmetic, algebra grammar dictation geography history and reading The parents were urged to visit the school to encourage the teacher and scholars. After the incorporation of the town, there were three trustees appointed in each ward, namely Messrs Burnham Whitman, and Lane (North Ward) Chalmers, Armstrong, and Guthrie (South Ward), and Bradley Fairbanks, and McKechnie (West Ward) This board immediately engaged a caretaker had the school repaired and cleaned and asked the Dept. for regular inspection They also appointed a committee to select a new school site and secured plans for a $3900 building and 5 lots in block E valued at $[illegible] Overcrowded conditions had become such that there were 75 pupils on the roll and others anxious to enroll For a time some classes attended in the forenoon and some in the afternoon In the spring of 1880 the Library Hall was rented and Miss Edwards, an assistant, was hired at $25 per month Mr Kerfoot was janitor Mr Menary stated at the next meeting of the board that two teachers in one large room caused considerable confusion which did not tend to help the advancement of pupils A temporary partition was built which helped somewhat. At this time, the board appointed one trustee at each regular meeting to visit the school and from reports and discussions one would judge that this was more for the purpose of reporting on cleanliness, order, and overcrowding than from anxiety regarding educational progress. The school board met in the school rooms.

Thus partitions or overcrowded conditions did not seem to hinder the progress of those with a mind to work. In 1879, Isabella Ross (later Mrs Al Turner) won an Isbister scholarship and in 1880 Louisa Baskerville (Mrs Glunn) won second place in the same competition. School reports were published each month in the "International" & in March 1880 the four leading scholars in each class were: Fifth form – Emily Hooper, Louisa Baskerville, Mary Laidlaw and Bertha Guthrie. Fourth form – Jennie Smith, J Holliday, Sara Beckstead, & Bella Carney. Third form Sr – A. Carmichael, Ida Wallace, Morton Lane and Wm. Chalmers. Third form Jr – Minnie Stevens, Thomas Reid, Nellie Laidlaw and Florence Armstrong.

At the time of Emerson's Fiftieth Anniversary Celebration, pupils of that first school rode on a float—Mrs. F.S.Bell, Mrs Al Turner, Mr. Joe McRae, Mr. Dave Turner and Mr Frank Shields. Mrs. Casselman (Bertha Guthrie) used to tell how Mr. McNary cultivated a very long finger nail on the right little finger which he used as a pointer, much to the amusement of the boys and disgust of the girls. She told stories of another pupil Raymond [illegible], who had come with his grandparents from Nova Scotia. His mind was full of the sea and ships and he was continually drawing pictures of boats of every description. The young man later made a name for himself. He designed an oil tanker while working on the Great Lakes and exhibited a model of it at the Chicago Worlds Fair in 1893. So great was his progress that eventually he became Naval Adviser to the Sultan of Turkey in 1904. The youngest Clark brother, Jack, was noted for the poetry he wrote about everyone and everything that happened at school in those first school days.

From 1880 the board continued viewing plans for a new school and in May discussed with Mr John Molloy the wisdom of driving piles for the foundation. They sent plans for the brick veneer building to Winnipeg for approval as required by law. Noble and Fallis of Emerson were given the contract and the building was completed by fall. Debentures of $100 with half yearly coupons for 21 yrs. were issued by the board and advertised in newspapers all over eastern Canada as well as in Emerson and Winnipeg. Later the time was extended one month and the interest increased from 7% to 8% because tenders did not come in. Finally one offer from St. Paul, Minn. was accepted.

That fall, only the lower part had been completed. The brick walls and roof above had been built and the ceilings of the rooms below were made as warm as possible.

The new school, when opened in 1881, seemed well equipped and registers had been provided for each room. Attendance was 183 and a third teacher was engaged. Under D.H.McCalman the school was raised to the status of an Intermediate school. J.A. Badgley taught the intermediate room and Miss Gunn, the primary room.

By 1884, financing became difficult because of the decline in business in Emerson after the boom. The teachers hung on trying to keep the school open even though they were paid partly in cash and partly in paper orders which were heavily discounted at the stores. In June 1885 the school board was forced to tell the staff that school would not open in the fall. Until May 1886, there were no regular classes, although Mr McCalman was granted the use of one room to carry on private classes. There had been private schools operating in Emerson and West Lynne since 1879. Mr W.W. Unsworth had a school for boys in West Lynne of which Mr Jack Molloy was a pupil. Mrs. Ross conducted a school for girls, of which Mrs. Finlay Smith (Minnie Johnston) was a pupil. In Emerson Mrs. Moir and Mrs. Austin taught music and other lady like accomplishments.

After closing the school, the board continued to meet regularly and made great efforts to keep paying part of the contractor's debt &

LIVES TO 109 YEARS

The wife of the last medicine man in the Roseau Indian Reserve lived to the ripe old age of 109 years.

EDITOR OF THE ECHO

Tom Bradshaw editor and publisher of the Dominion City Echo just prior to the first war. After the war he did not return.

Other editors were Jackson, Huff, Fred Bradshaw, Lloyd Maynes, Drew and Waters.

interest on debentures, until by 1886 there was some improvement. School re-opened in May with D.H. McCalman and Miss Gray teaching in Emerson and J.A. Badgley in West Lynne. The financial struggle continued and the Department of Education refused to recognize it as an intermediate school resulting in an even smaller grant.

Mr. McCalman was made a school inspector in 1890 and during the years 1890 and 91 he conducted a third class normal school in the fourth room in the winter months. Mrs. S.R. Root (Eva Morrison) and Miss Jennie Goodhew took their first teacher training in 1890. In 1898, a fourth teacher was hired. Meantime, Miss Eva Morrison had been the primary teacher from 1894 - 1897. The middle aged people of today who went to school in Emerson remember Miss Morrison as their first teacher and Miss M. E. Sitlington in grades 4, 5, and 6. At the time of the 50th anniversary about fifty young people rode in a hayrack dressed as school children accompanied by their former teacher Miss Sitlington, then Mrs. Thos. Jackson.

In 1905 the second school burned down and in 1905 the eastern half of the present school was erected at a cost of $18,000. During the construction period, classes were held in the town hall and Masonic hall. Ten years later overcrowding necessitated the moving of the primary room to the Anglican Parish Hall. Mrs. J.G. Mackenzie was the teacher. The second half of the school was built in 1915 at a cost of $32,000. In 1920 the status was raised from intermediate to high school and ten years later a collegiate department was formed.

In 1950 there were eight teachers and vans bring students in from rural areas, as a shortage of teachers has developed throughout the province.

Concerning Women of Emerson

New Year's afternoon hostesses of 1882 as announced in the International were Mrs. W.N. Fairbanks and Mrs. Styles, Mrs. H. J. Suffel and Mrs. Wiley, Mrs. C.S. Douglas and Mrs. B.B. Johnstone (Pembina), Mrs. Burnham and Miss Suffel, Mrs. Bradley and Miss Loston, Mrs. L.T. Owens and Miss Owens, Mrs. T.V. Bradley and Mrs. Smith, Mrs. Tom Carney and Mrs. James Carney and Miss Belle Carney, Mrs. D. Creighton and Mrs. and Miss Creighton, Mrs. Wm. Adams (First St.), Mrs. George Walton (Park St.) and Mrs. Delaney (Dominion St.)

These New Year's Day receptions were important functions in those early years. Blinds were drawn and rooms lighted, in some cases, with candles. Liveried page boys admitted callers at some homes. Gentlemen made up parties and hired conveyances for the day. Trips were sometimes made to Pembina as in those days the two towns fraternized socially. One gentleman years later confessed to having drawn up his itinerary for his party so that they might alternate between houses where coffee was served and those offering stronger beverages. On one very mild New Year's Day a group of bachelors wearing straw hats, rode about in a hay rack.

Before 1900 these original families whose names are mentioned, had all left Emerson. Other families had gradually become established to form the backbone of the business, social and cultural life. A second generation was growing up and beginning to change the social picture of Emerson. A few families were now sending their daughters to eastern Canada to study music, elocution and other accomplishments. The Badgley daughters, Zella and Nita, graduated in 1904 from Albert College where their father had taken his degree in Arts many years before. They and two associates organized a concert party and toured Manitoba in 1906. The elder sister, Zella, taught school and then married to make her home in Penticton, B.C. She took an active part in community life and was president of the local Women's Institute, then of the B.C. provincial organization. In 1935 she was elected president of the Federated Women's Institutes of Canada.

Margaret Young might be called Emerson's first career woman. She started teaching school and while in Emerson taught in one of the junior rooms and conducted drawing classes in the senior rooms. Deafness made it difficult for her to continue in this profession. She went to Minneapolis, where she studied law and continued in that profession.

The daughters of Jacob Young were all expert needlewomen and excelled in embroidery, lace making, and other artistic lines. Classes in fancy needlework, knitting, crocheting and embroidery were held in her home, by Mrs. T.C. Muirhead.

Mrs. Ellen Delaine contributed greatly to life in the community. She was a practical nurse for forty years after she had been left a widow with three children to raise. Mrs. Delaine had come to Emerson in 1876, when the Red River boats brought in the first settlers. She lived in a sod house on a farm, three miles west of the Hudson Bay post and experienced the tragedy of losing her first husband, Sam Smith, when he perished in a snow storm trying to make his way home from Emerson. A few years later she married Jack Delaine. Her daughter Alice Lynne was the first child born in the new town of West Lynne. Mrs. Delaine endeared herself to the people of the whole countryside. It was said of her that she never left a home without baking a batch of cookies and a plain fruit cake to leave the larder well supplied before the convalescence of the mother usually after childbirth.

Newspaper accounts of weddings of well known Emerson people have been perused, but none attracted as much attention as one of 1882, because of the unusual circumstances surrounding the event. Miss Mary Sinker was about to become the bride of James Dowswell of Emerson. Miss Sinker's parents lived in Minnesota and on the appointed day Mr. Dowswell arrived with a marriage license obtained in Emerson and a clergyman from Emerson to perform the ceremony. The clergyman began to doubt the regularity of the marriage if performed in Minnesota so all climbed into a democrat and drove north till they reached the boundary road. The marriage then took place in Canada. Mrs. Dowswell operated a boarding and rooming house in Emerson for many years and catered on special occasions.

There were no women's organizations in Emerson other than those connected with the church until 1910 when a few public spirited women banded together to form a Home Economics Society afterwards known as the Women's Institute. Among its charter members were daughters of pioneer people including Mrs Frank Bell, first president Mrs. J McRae, who made a success of the war aid effort in 1914-18 Mrs S R Reid, a leader in church and community life Miss Ethel Whitman first secretary Mrs. M. Wallace one of the progressive young married women and Mrs. Casselman, who was a leader in the musical life in Emerson throughout her lifetime.

Mrs E. Vance who lived in West Lynne until about 1906 was a talented artist and many a young lady of Emerson painted a picture under her tuition.

Mrs. S.A. Cameron, also a talented artist, came to live in Emerson about the time Mrs Vance left, and strange to tell, moved into her house and before long was giving painting lessons to young women of another generation.

When the founders of the town came in 1874 to take possession of the site they had chosen they found one family living on the south west corner near the river and across from the Hudson's Bay post. This family was Mr and Mrs. William Faille (Foy) and two young children. Mr Faille was employed by the Hudson Bay Co and went to and fro by boat. Mrs Foy as she was called was remembered not only as the first woman residing in Emerson but also as a highly respected member of the community.

Mrs. Wallace (Mabel Forrester) related that her first public duties as a member of an organization were to circulate a petition asking for the franchise for women of Manitoba and to interview the members of the Alexandra Block Syndicate, requesting that a fence be built on Main St to screen the unsightly ruins after the fire. She related that these gentlemen rather resented interference of women in their affairs, but later when E. Casselman assumed control of the property the fence was built.

Mrs Bell was the daughter of the Hoopers who were one of the early-comers to Emerson. She recalled that Bertha Guthrie was the first girl to ask her to play with her. The Guthries and Hoopers came in 1878 and Bertha (afterwards Mrs Casselman) and she continued to be life long friends. Mrs Bell was renowned in Emerson as a hostess and home-maker. She was always in demand at public social functions to arrange entertainment. She was a leader in Anglican Church life and loved amateur theatricals in which she both directed and starred. On one occasion in the old town hall, she was in a play called the 'Aria Belle'. Mayor Robert Hamilton the chairman was given a copy of the evening's program and announced the name of the play as the 'Aria Belly'. The audience rocked with laughter until Jim Van Whart stood up amidst the crowd and cried out, "It's alright, Bobbie, an Irishman can have a second chance." It was some time before the old red curtains could be pulled aside and the play begun.

It was Mrs Bell who inspired the Women's Institute to prepare a history of Emerson and the work was begun in 1928. The name of Mrs. Frank Bell has been inscribed in the "Book of Remembrance", the Manitoba Women's Institute's record of notable women.

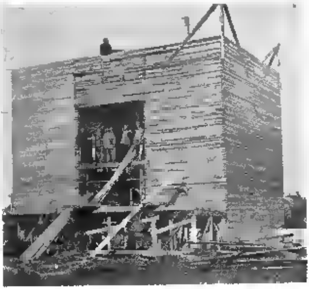
Some Trials and Troubles of the Early Days

In 1876, when there was no market for wheat at Emerson, Mr William Clark used to haul his grain to the mill at St. Norbert and returned with flour. The trip made with oxen over rough terrain took a week.

There were difficulties in securing titles for land. Many people had squatted along the river on land, which belonged to the Hudson Bay Co. Some farmers had paid the higher price per acre the company charged but not all were willing to give $12 per acre when their neighbors on government lands paid $3.00. The Clark brothers, Hiram and William, resisted. They had chosen four lots just north of Capt. Nash's place. Two of the lots turned out to be part of a reserved tract owned by the H.B.Co. That winter the Clarks cut timber near Grand Forks and on their return in the spring were told by the sheriff that he would visit their place the next day with a writ to put them off this land. The sheriff who was in sympathy with the settlers had delayed presenting the order until the brothers had returned as previously only the father had been at home. Needless to say the Clarks were prepared and the sheriff was unable to carry out his orders. The Hudson Bay Co then sent out special officers but the Clarks were forewarned and met the men on the edge of their property. The Clarks were powerfully built men, having been raised in the logging regions of the Ottawa river and succeeded in intimidating the officers. So many complaints reached Ottawa from sources along the river that they finally sent Mr Lang of the Dept. of the Interior to Emerson. From the Hooper brothers he bought a boat, 10 ft. x 18 ft., with a provision for a cook house, office, etc on board. In the ensuing five weeks he floated down stream, stopping off at each settlers place to examine their claims. Satisfactory settlements were reached and the H.B.Co agreed to accept land in exchange in other sections of the country.

Prairie fires were common and menaced farm homes and stacks of hay. As late as 1882, houses on the outskirts of town were threatened. In 1879, the H.B. post in West Lynne had a narrow escape. Prairie grass was tall and thick and stretched for miles in open country. Mrs George Allen tells a story of prairie grass. Her parents lived north of town on the east side some little distance from the C.P.R. railroad. Occasionally she would visit the Carney girls in Emerson. After a walk down the railroad tracks, she would be obliged to walk through the long grass, which higher than her head. She would be accompanied by her mother who unwound a ball of wool as they went to mark the trail. The next day the mother watched for her daughter's approach and repeated the performance.

Returns from cultivated land were more than satisfactory with any individual yields bordering on the incredible. Mr Campbell harvested 553 bushels of wheat off ten acres as well as 100 bushels of oats to the acre and 50 bushels of potatoes per acre. A V Beckstead grew beets that weighed 30 pounds each, cabbages 40 pounds and onions 1½ pounds. Mr Goodhew sold cauliflower the size of a peck and Dr Bedford grew 1 000 bushels of turnips on one acre. That year there were no grasshoppers.



WADDELL GRIST MILL

A picture of the second Waddell grist mill under construction, replacing the first one that burned. It served the district until it burned down in 37 38 and was never rebuilt. Dominion City also boasted a brick yard in the 80's, and this yard supplied the bricks for the Winnipeg City Hall. Dominion City houses were not built of brick because the soil was not suited to the heavy buildings.

Civic Affairs

At the first civic elections conducted in January of 1880 Thomas Carney was elected mayor by acclamation There were four nominations from each ward for councillor Those elected were John Smith and Enoch Winkler from the south ward, Casper Killer and George Newcombe from the north ward and Johnstone E Cooper and J Carmichael from the west ward The mayor councillors and other prominent citizens addressed a public meeting in the evening Two hundred and eighty five persons had voted and there were five hundred and thirty nine votes polled

Thomas Carney

At the first council meeting held in the office of the Emerson and Turtle Mountain Railway Co G F Baldwin was appointed Sec Treas., pro tem There were nine applications for the position and Mr Baldwin was elected

Councillor Cooper submitted a design for a seal which was ordered

There were four applications for chief of police one for city engineer and one for city scavenger These were tabled until the next meeting.

Councillor Newcombe : That all motions be submitted in writing. It was resolved that all by laws submitted be read three times and a week's notice given of motion and in writing.

Councillor Cooper It was resolved that council take steps re the printing of notices for application for a charter to build a bridge across the Red River within incorporated limits.

F E Burnham was appointed town solicitor at $200 per annum Finance committee was instructed to borrow $700 to meet current expenses. Finance committee was instructed to communicate with the Minister of Public Works regarding a free ferry

At a second meeting in Feb Councillor Newcombe moved that there be a committee appointed to prepare a program for procedure of meetings

More applications for policemen were examined

License and police committee That a constable be appointed for each ward without fixed salary merely fees as incurred

That hotel licenses be $150 and shops likewise

Board of works submitted correspondence on subject of bridge A petition was drawn by the solicitor to the Ottawa government, praying for a charter to build a bridge across the river and stating the necessity

Archie McKay

William Fairbanks

Finance committee reported that Councillor Killer was in Winnipeg to arrange for borrowing money from the Merchant's Bank. A bill for election expenses of $49.95 and $1.66 for the bridge charter notice sent to the Canada Gazette were handed in.

A committee of rules was appointed.

Fire, water and light committee reported a recommendation to buy a fire engine, also that a by law be passed ordering that brick instead of stovepipe chimneys be erected.

In May 1880 F Lane was appointed city assessor. Sidewalks were built on Main St. The firm from whom the fire engine was purchased, having no instructions from the city fathers, christened it O P Jackson. A plaque was attached to it bearing the name. Annoyed citizens, through the columns of the weekly paper protested, maintaining that the engine should have been named after a pioneer citizen. It seems O. P. Jackson was the agent for the company. A fire brigade had been organized in the meantime with J N Noble as chief, Orton Batchelor and D McColl as first and second assistants, and G F Baldwin as sec treas.

In Sept. 1880 the town passed a by law issuing debentures to borrow $43,000 for a free traffic bridge. By October an official opening marked its completion. The flood of 1882 carried away the first bridge but the following year it was re-built two feet higher. During the high water of 1883, the river swept the structure away for the last time as the iron bridge at the foot of Morris St was then in use. Old timers tell of Wm. Fares spurring his horse to get over the wooden bridge just as the structure gave way.

By 1881 the assessment roll was $749,200 and later the town limits were extended to increase the assessment to $1,000,000. Liabilities of the town consisted of the debentures of $43,000 maturing in 1900. A grant towards the reconstruction of the former wooden bridge amounting to $30,000 and $5,000, had been given by the Dominion and provincial governments.

August 1882. The Emerson fire brigade, named the Boughton Hose Co. has nobby uniforms, regular firemen's hat of best make with shield of leather and brass figure of a fireman, uniform of white woolen material and black pants and $7.00 shirts, made in Chicago, with B.H. embroidered in two shades of blue on the front. A smart belt completed the outfit which the brigade undertook to pay for.

Dr. D.H. McFadden

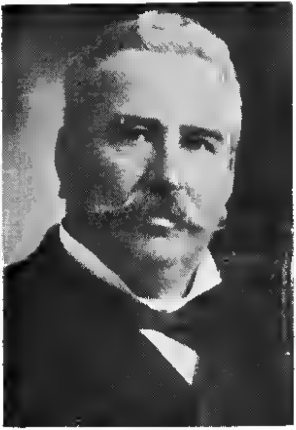
October 1882. The town council voted to buy uniforms for three policemen at $40.00 a suit and $30.00 for each overcoat.

December 1882. A violent disagreement between Councillors Forsythe and McInnis delayed business at the last meeting. Chief of Police Sturdy retired and returned with two large butcher knives placing one at the right hand of each of the offending councillors. Mr. McInnis finally withdrew.

Following a three year term, Mayor Carney was succeeded by Mr. Wm. Hill Nash, Emerson's first lawyer, owner of considerable property, Registrar of Deeds and head of the local company of militia. He held office for three years until 1885, when he was called to the front, when the Riel Rebellion broke out in the west. During Capt. Nash's regime dissatisfaction arose among the citizens because of party politics influence in town affairs and management. Tommy Cole, who was town clerk and a popular young man in some circles, was suspected of misusing public funds. In Mr. Nash's absence Mr. Beemer (called the "Boomer" as he was an auctioneer) was acting mayor. He dismissed Mr. Cole and put Mr. Fairbanks in the town office. A group of conservatives mobbed the town office and threw the books in the street in protest. It soon became evident that Mr. Beemer had been justified in his actions and Mr. Cole hurriedly left town.

As a result, the liberals elected Mr. A. G. Irwin in 1888. Mr. Irwin, a broker, along with his brother Charles, were associated in the firm of Hepburn and Irwin, private bankers. They were fine singers and were prominent in local music circles.

In 1887 Mr. Archie McKay, a young lawyer, became mayor of Emerson. In his office, Mr. David Forrester studied law. Mr. McKay later moved to Superior, Wisconsin and advanced to the position of County



Charles S. Douglas

In 1888 Mr C. S. Douglas editor of the "International" served one term as mayor He then left for Vancouver to publish a newspaper in that city and was finally elected mayor

John W. McDonald

Dr. D. H. McFadden, who had come to Emerson in 1880, was mayor from 1889 to 1893. His professional card appeared in the International of Oct. 11, 1880, along with the editor's comments that, "Dr. McFadden V.S. is enterprising. He is working up a good practice and evidently understands this business"

During Dr. McFadden's term, a delegation was sent to the Norquay government, asking that legislation be passed authorizing the issuing of $100,000 at 3% payable in twenty years. The government was to guarantee the interest, but not the principal. Emerson was to assume $62,000 and West Lynne the balance of the liability. Conditions in the two towns grew steadily worse, forcing the government to pay the interest for several years. Finally, the town was placed under receivership.

Dr. McFadden was elected the member of the provincial legislature for this district in 1892 and continued to work towards helping Emerson out of her financial difficulties during his twenty - three year term as member and when he was Minister of Public Works in Hugh John Mc

Robert Hamilton

David Wright

Donald's cabinet. From 1910 to 1917, he held the portfolio of Provincial Secretary in the Roblin government and through his influence, a compromise was arranged whereby the holders of the debentures of the outstanding debt accepted $35,000 in cash, which the government agreed to pay on condition that Emerson and West Lynne unite. Thus the Manitoba government became the sole creditor of the Town of Emerson. $1,656.06 was to be paid to the government annually, the interest at 4% being first deducted and the balance applied to the principal.

Charles Whitman

When the Manitoba government placed the business of the town into the hands of a "receiver", Mr David Wright was appointed and he acted from 1893 to 1901. People felt that too much power had been given to one man and accordingly W. W. Unsworth was appointed with an advisory committee of three namely: Jerry Sullivan, Chas. Whitman and Geo. Johnstone.

By 1904 Emerson was again in the position to manage her own affairs. Much land had been abandoned by former owners and was sold for farming purposes thus improving the town's financial standing.

George W. Johnstone

John W. McDonald was the popular choice for mayor in 1904, the beginning of the reconstruction period in Emerson's history. He had come from Ontario to carry on the business of selling horses and farm machinery which had been begun by his father Archibald McDonald in 1879. After twenty-two years of residence in Emerson, Mr. McDonald and his family moved to Portage La Prairie, where he passed away at the age of ninety-four. Members of the council of 1904 were David Wright, Chas. Whitman, Geo. Johnstone, Robert Irvine, J. A. Badgley and Wm. Robinson.

Mr. Robert Hamilton, mayor in 1905-6-7 and again in 1909 and 1910 was a pioneer townsman and substantial citizen. Primarily engaged in brick and plaster construction work he later operated an up to date hardware store and tinsmithing business. Affairs of the town, school and church were of vital interest to Mr Hamilton and he enjoyed the competition of an election. His whole family was characterized by a keen sense of humour. The morning after his first election, his daughter Margaret, on serving him his breakfast remarked, "Good morning Mayor here's your oats." Mr Hamilton was chairman of the school board for several years and took a special interest in the welfare of the teachers, whom he invited to dinner each year on his birthday. In 1911, Mr Hamilton's full life ended tragically. While serving on the immigration staff, he was walking to the junction on a wild, stormy night and run over by a train.

William Watson

Etta Casselman

Mr David Wright town receiver from 1893 to 1901 and mayor in 1898 came to Emerson in 1878 and worked on the construction of the railway linking Emerson to Winnipeg After establishing himself in Emerson and bringing his family from Ontario he engaged in the cement block making business in 1904 and built several homes in Emerson After the death in 1915 of the registrar Mr John Angus, who had served since 1906 Mr Wright was appointed After the town hall was destroyed by fire in 1917 Mr Wright carried on his work in the vault of the former office, while the new hall was being built. When winter set in the place was heated by a portable coal oil stove, but there was no means of ventilation On Christmas eve Mr Wright did not come home for supper A search was made and he was found where he had fallen from the high stool on which he sat to work. The cause of death was thought to have been the result of the gradual depletion of oxygen in the air by the coal oil stove and large lamp. Herbert H Wright, son of David Wright represented Emerson constituency in the Manitoba legislature from 1935-40 as an Independent

Mr Chas Whitman, mayor in 1911 came from Nova Scotia to Emerson at the heighth of its prosperity in 1882 In 1885 at the time of the second Riel Rebellion Mr Whitman was given command of the local militia when Capt. Nash went to the front Mr Whitman engaged in the wood and coal business when hard coal was sold at as low as $10.00 per ton He also drove the mail to Gretna, daily except Sunday for several years In 1911 he bought the hardware business of the late Robert Hamilton and exchanged premises with his son C A. Whitman who operated a grocery and dry goods store. Mr Whitman was chairman of the school board for many years and saw the old brick school house burn down and a new one built during his term of office Councillors for 1911 were Robert Irvine David Wright William Watson G W Johnstone John Peterson and L. H. Ashby

Mr G W Johnstone was mayor of Emerson in 1912 and 1913. He was a resident of West Lynne and the youngest son of Robert Johnstone Sr a pioneer citizen Mr Johnstone was the travelling representative for an implement company and later moved to Winnipeg

Wm. Watson was elected mayor in 1914. He had come from Ontario in 1893 and had engaged in the livery and feed stable business until the advent of the horseless carriage In 1919 he was appointed post master to succeed the late D.H. McLean and served until his death in 1940 He was succeeded by his daughter Hazel, who retired in 1942 to join the Women's Army Corps

Mr Ezra Casselman a druggist became mayor of Emerson in 1915 and served for twelve consecutive years He came from eastern Canada in 1882 after having graduated from the first class of the Ontario School of Pharmacy By 1884 he owned his own business, in which he continued until 1941 An era of progress began in 1915. Councillors were Wm Robinson R.A Johnstone John Templeton Richard Davis, M. Schnler and Harold Whitman. In 1917 the new town hall was built at a cost of $40,000 With assistance from the provincial government, the sum was paid in three years Mayor Castelman circulated a subscription list among the citizens and the proceeds bought the piano for the auditorium which is still in use.

James B. Andrews

In 1920 the soldiers monument was placed on the town hall grounds, where a fine lawn and flower beds gave the corner an air of well being The committee responsible for the erection of the memorial was composed of- Chairman E. Castleman Sec. Norman McDougal, Treas R.G. Masterton James McLean T J Connell, Dr Elliott & Wm Lindsay The money was raised by popular subscription. Ralph Connor popular contemporary author gave the address at the unveiling ceremony In 1922, the town built its own electric power distribution system in conjunction with Pembina N.D who were building a power station to generate enough electricity for both centres. The public utility not only helped to improve living conditions, but also proved to be a fine source of revenue Councillors at the time were W.R. Forrester John Templeton, H.G Whitman, Robert Sanders, S.R. Root and R.A. Johnstone. Since 1922, smaller units like the Pembina Light and Power Co. have been absorbed by larger and more reliable sources of power in Minnesota, until at present electrical power is supplied by the Otter Tail Power Co of Fergus Falls, Minn Several years prior to 1922 George Pocock dreamed of supplying the town with electrical power by harnessing the waters of the Roseau River rapids. Experts were consulted but the plan was proven not feasible Mr Pocock, a miller by trade had come from England in 1880 and had bought the F.B. Co. mill in West Lynne. Emerson had a telephone system then the Bell Telephone Co., in 1906 The central was located in Castelman's Drug Store where Minnie Williams was the first day operator and Reg Wood the first night man To begin with there were about forty-five subscribers and three party lines The Manitoba government purchased the Bell system in Manitoba in 1908 and in 1928 the present telephone ex change in Emerson was built. In 1914, there were 104 local telephones and 113 rural subscribers. By 1952, these numbers had increased to 197 local and 120 rural subscribers. In the summer of 1925, a three day program was staged by the townsfolk in commemoration of Emerson's 60th anniversary, actually one year previous. There was a monster parade of floats, depicting the stages of the town's development, led by the mayor on horseback. Sports and pageantry occupied the afternoons at the park and in the evening the choral society and dramatic club provided entertainment at the town hall. Girl Guides and Brownies performed and all organizations participated. Pictures taken in the days of celebration hang in the Women's room of the town hall.

Walter R. Forrester

In 1916, Mr L.H. Ashby replaced W.W. Unsworth as secretary-treasurer of the town. Mr Unsworth had been sec.-treas. since 1901 when he was receiver for four years. He had originally come to West Lynne in 1892 to conduct a Catholic School for Boys. He was an enthusiastic member of the Emerson Lawn Bowling Club.

Mr L.H. Ashby, secretary-treasurer from 1916 to 1951, came to Emerson in 1897. He tried his hand at farm work until 1901 when he became assistant to Mr John Angus at the registry office. In 1904, he established his own business but sold to J.G. Mackenzie in 1912 and moved to Vancouver Island. He returned to Emerson in 1919 when the town was in need of a new secretary treasurer.

Mr J.B. Andrews was elected mayor in 1926 and acted in this capacity until 1945. He had opened a law office in Emerson following the first world war. He came at the time the town was canvassing for support of the building of the electrical system and he soon became a popular leader among the war veterans and in demand as an after dinner speaker on many occasions. During Mr Andrew's tenure of office the municipal rink was built in 1922 replacing the former one on the same site. This was Emerson's fourth rink. The first was situated on Park St. and was torn down in 1881 to make room for two brick houses to be built there and which are still tenanted to this day. The second rink was on Main St. near the present federal building. At times, people skated and curled on the river.

The town debt, dating back to 1882, was finally paid in 1934. The final payment was $60 000 and Emerson was "Out of the red" for the first time in its history, thanks to the earnings of the light and power department. Streets were improved, more cement sidewalks built to replace the wooden ones and sewers laid to drain the main business section of the town. Councillors during these nineteen years included Hamilton Stewart, Robert Johnstone Robert Sanders, J G Mackenzie, F Loftquist, W D Beales F J McConaghey W B Forrester E Doran, Geo. Turner J A Wilson, J Munro, A. Zgoralski, W J McFadden, T A. Speer C C Warner W D Harper W S Wightman, G J Long, H A. Root, N McDougall O. Malmgren, Vic Moore A W Hertwig L. Careless, J H. Spafford, J H Johnstone, S Hughes and J D Gorby

Mr W B. Forrester was the first mayor of Emerson, born in Emerson. He was the son of David Forrester L. L. B., whom he succeeded in business in 1912 He was elected in 1945 and in the five years following the Red River valley experienced two floods The floods of 1948 and especially 1950 tested the mettle of the mayor and councillors W H Storms M E Pete, J D Gorby Leonard Careless, R. D Weltman, and Hugh Templeton S. M. Irvine G Breckon and C. Patzer were on the council during the 1948 flood

Meantime streets had been gravelled and a new road built on the one mile to connect the town with the new gravelled highway on the east side of the Red River

In the fall of 1949, a new fire hall was built and in 1950 the town cistern was reconstructed. New fire fighting equipment and an ambulance was acquired and an active volunteer fire department operating an ambulance service in conjunction was organized under the leadership of Wm Wightman. The town also purchased new road repair and maintenance machinery for both summer and winter use

In the summer of 1950, Mr Forrester was appointed one of a committee of three called the Red River Valley Board set up by the Man government The board was to assist people in the work of flood rehabilitation As a result, homes and buildings were renovated throughout the town. A new traffic bridge across the Red River south of the C. N R. bridge was opened in 1952 following the completion of the new paved highway to Winnipeg on the west side of the "Red" New customs and immigration buildings are being erected on the boundary along the route of the new highway

Pioneer Story

MRS. J BATCHELOR'S STORY (as told by herself.)

I came from London England, in 1873 to Port Perry Ont where I met Mr Batchelor who had arrived from Lincolnshire four years before. We were married in 1874 and left for Manitoba along with Mr and Mrs Louis Duensing We drove in a wagon to Collingwood and went by boat to Duluth thence by train to Fisher's Landing where we embarked on the Red River stern wheeler the International for Emerson. We stopped at West Lynn at the customs office where Mr Bradley was the customs officer I remember the train trip well as Mr Duensing wanted me to carry his caged parrot on the train and

I refused. I was young and proud, I suppose, and he scolded me saying bad luck would surely come to me. Besides the parrot, Mr Duensing brought a horse, hens, sheep, apple trees and some earth to put in a garden.

We arrived in Emerson on June 20 1874 and were met at the boat by Mr Carney and Mr Fairbanks who persuaded us to stay although we were on our way to Fort Garry. Mr Batcheler had invested his savings in part of the stock we brought, so we had only $4.00 left when we arrived in Emerson.

Messrs. Carney and Fairbanks loaned us tents to live in, but Mr Duensing didn't enjoy tent life and built a shack of willows plastered with mud, in which we all lived for a time. He later built a little house on the lots for which he paid $50.00 a lot. The only other building there at the time was the Hutchinson House and it had a tent roof.

While in the willow hut, a severe electrical storm drove us out of its confines. It was a wonder that someone was not killed, as the horses of the North West Mounted Police at Dufferin broke loose, swam the river and stampeded through the tents of Emerson. It was only by the flashes of lightning that we were able to find our way to the Hutchinson House. Everyone sat up until morning in the one large room. It must have been Saturday night, as there was a minister there that was to conduct a service next day. For years afterwards we talked about the "great stampede."

We stayed in Emerson only a short time, but during that interval, quite a number of Canadians and Americans arrived and their tents were scattered in the space now occupied by the business section. Mr Batcheler went to work for Campbell Bros. on the west side and came for me with a horse and Red River cart. The horse had to swim a small river and I was afraid.

I was "green" about country life and was surprised to see such beautiful grass only to find out that it was a small field of wheat. One day Mr Campbell said to me "shade your eyes and look at the sun." I answered, "it looks as if its snowing." Mr Campbell replied "No, it's grasshoppers coming and my wheat will be gone before morning. It was. The grasshoppers had eaten the heads of grain and there was very little not destroyed that fall. The grasshoppers laid eggs that hatched in the summer of 1875 and the ground was black with them. They ate everything as they went — if it was a rose bush they started up the stem devouring every leaf. People tried smoking them out with smudges but it was no use. At this time, the Campbell's were living in a log house and I did the cooking in a fireplace and later on an old cookstove outdoors. When I was frying meat, grasshoppers would jump in the pan but nevertheless I enjoyed the life as I was young and it was all a novelty. The government sent in supplies of pork and flour and took a mortgage on the land calling it, "Grasshopper Relief." We didn't even have potatoes, in fact nothing at all, so we got 25 lbs of salt pork and a couple of bags of flour. When the Goodhews came later the government tried to force them to pay off the mortgage, but they couldn't do so as the Goodhews didn't yet own the land.

In August, Mr Batchelor went to work for Captain Cameron, who was in charge at Dufferin where the camp of the boundary survey party was located. At this time Captain and Mrs Cameron and servant, together with Capt. and Mrs. Herchmer and their two children and servants lived at Dufferin in the officer's quarters. Well do I remember Mrs Herchmer singing, "After the Ball."

The Camerons soon moved to a farm further north called "Emmadale" for Mrs Cameron, the daughter of Sir Charles Tupper. We stayed at Camerons until November when Mr Batchelor got a log cabin on the east side, near where Manchester school stood. Here my first child was born on November 22. By this time Mr Batchelor had become disgusted with the new settlement and had asked his uncle for money to travel back east. The money was so long in coming, that he changed his mind and decided to stay after all. The log cabin was unsatisfactory so Mr Batchelor bought a bell tent from Dufferin and spread buffalo robes on the ground. With a stove, two chairs, table, bed and trunks we started life in February in our own house and were very comfortable. The tent home was located on the Goodhew place and we were squatters. Later we built what was later the Goodhew kitchen and lived in it for a year until Capt. Cameron moved away and asked us to care for "Emmadale." We sold the few remaining household effects and the machinery for him and realized about 5c on the dollar.

One day Rev. John Scott came to Bell and Fawcett's hotel north of Emmadale and arranged to have a prayer meeting. Word was sent to us to attend and although we were invited for supper and to stay the night, I asked him to come home with us. While at our place he "fell in love" with Emmadale and finally bought the place from Capt. Cameron. We remained at Emmadale until spring and then went back to our "Goodhew kitchen." Following the birth of our second child in March, we sold our "rights" to a Mr Sharpe for $400., who later sold it to Goodhews.

Mrs. Fawcett was my nearest neighbor and asked me one day to accompany her across the river to visit a sick woman. Mr Fawcett took us across in a canoe but when we wanted to return, the canoe had disappeared. It was taken by two Indians who wouldn't give it up until Mr Fawcett had promised to give them "Skid Wa-Boo." They took us across and got their whiskey.

While we were at Emmadale, the Mennonites came to this country. I remember some of them coming to me one day wanting to buy my hat for $1.50.

We had several exciting adventures. Once when my first child was six months old we were driving along the old Indian trail and the mosquitoes were so bad that the oxen ran away through the brush and to the first river bank. I can still picture myself holding on to the child, while we rolled over cart and all.

Another incident occurred when Mr Batchelor had gone across the river in his canoe to work. Ice was forming when he attempted to re-cross and his paddle broke. I ran to the Nolans for help and they rescued him with poles.

The flour we had to buy came off the flat boats that traded along the river. It was poor and sticky and only fit for plastering our cabins. The Hudson Bay post was a few miles away so we were obliged to get oxen. Mr. Batchelor used to take the oxen to the river to drink and one day one fell and broke a leg. A man named McVey happened along and offered to trade the injured animal for a load of poles, to which Mr. Batchelor agreed. Mr. McVey killed the ox and sold the meat in Emerson.

After selling our squatters rights on the Goodhew farm in 1877 we moved farther west on the prairie to homestead. We were not troubled by Indians but the stage route passed near us and there were tramps on the way. The stage carried passengers and mail from the south to Fort Garry, stopping at the Hudson Bay post and at Two Little Points. There were no locks on doors or windows and one day while my husband and I were away at Dufferin some Indians did help themselves to anything they fancied. A few days later we saw a young chief wearing Mr. Batchelor's red high top boots and his wife with my best dress but we couldn't do anything about it.

I well remember Mrs. Delaine's first husband, Sam Smith, who was lost in a blizzard and froze to death. Her second husband, John Shepherd Delaine, was very well known and liked by all.

THE BIGGEST STRAW PILE

One of the earliest threshing outfits operating in the Dominion City district. It was owned by Mr. Bert Lang who claims something of a record in threshing. Bert figures that this is just about the biggest straw pile anyone ever saw. One day they threshed better than 5000 bushels with this 40" machine.

BIGGEST STURGEON EVER CAUGHT IN INLAND WATERS

Standing in front of the 40[illegible] lb. fish are left to right, back row: Bill Marchel, Carl Quanee, Dave Waddell, Sandy Waddell, Henry Lawson, Bill Campbell. Front: Roy Quinn, Hec. Miller, Harry Simpson, Bill Barber

Biggest Sturgeon Ever Caught in Inland Waters

In August of 190[illegible] the biggest sturgeon ever caught in inland waters was pulled out of the Roseau River by Alex (Sandy) Waddell and his two sons Dave 2[illegible] and Jim 12. It made news right around the world. The Chicago Blade, splashed this picture on the front page in two gory colors even the sedate London Strand carried it on the front page.

Here is the story the way Jim Waddell likes to tell it

"This doggone fish was causing a lot of trouble along the Roseau. So much in fact, that farmers complained to the municipality and a bounty of fifty dollars was offered by the municipality. The wash of the big sturgeon was swamping boats and washing away troughs and watering places. Finally the river was dammed above the rapids and the fish cornered and shot

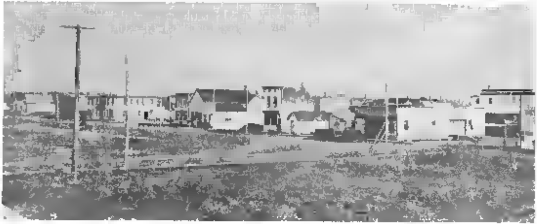
This is what really happened. Alex Waddell and his sons were collecting grisling fees from farmers that day. Towards evening they neared the rapids at the old lower St. Paul crossing on the Roseau River on the east reserve. The elder Waddell suggested that they stop near the river to make some tea and have some supper. While Mr. Waddell started a fire young Jim was sent to the river to get some water. He dipped his bucket of water from a quiet, deep pool and on a boyish impulse he took a rock and threw it into the centre of the pool

Immediately a commotion ensued in the depths of the pool. Young Waddell was alarmed and called his father and brother. The pool was quiet again but at one end there lay what resembled a dead head. "By golly" said the elder Waddell "that's a sturgeon." The slow movement of the fins could be vaguely discerned

A hurried search revealed an axe left in a tree by some forgetful pioneer and this was taken by the elder Waddell. The boys stripped and waded into the pool at the deep end, banging stones under the water. The sturgeon was actually trapped in the deep pool and the noise made by the boys drove it to the shallow narrow upper end of the pool. Here Mr. Waddell waited until the panic stricken fish approached. He waited until it was in front of him and then smote it a mighty blow. The largest sturgeon ever caught in inland waters was theirs

To help load it onto their democrat, Dominion City's strongest man Pete McClaren, who stood 6'2" was fetched. When loaded, on the 8 foot democrat the tail still dragged on the ground and on the photo the place where the scales have been rubbed off can be seen

Everybody in Dominion City ate sturgeon. The photo was taken by George Barraclough



Although the general appearance has not changed much, this picture of Dominion City was taken when men were men, liquor was sold across the counter and remittance men paid for their transgressions with Bains wagons, in the 80's—

Pioneer Stories

KENNETH McRAE'S STORY (as told by Jack McRae, the eldest son)

In the year 1874, my father and family left the little town of Stillwater, Minnesota, and started on the long trek to the west. Their destination was Portage La Prairie, where many of their friends from Bruce County, Ontario, were situated. On May 15, my father and mother and five of us children, along with a few household effects and a tent set out by prairie schooner, drawn by two yoke of oxen. After being on the road a few days, we bought a cow. With its milk, whatever fish we caught in the streams and the bread mother baked, we managed to have enough food on the journey. The bread was baked at a camp fire in a dutch oven, which reflected the heat from the open fire. During the trip the weather turned wet and unsettled which made travelling difficult. We had to ford streams and many times they were running wild with June rains. After difficult crossings, a day would have to be spent opening soaked boxes and drying

FIRST COUNCIL OF FRANKLIN

An old photograph showing the first council of the R.M. of Franklin in 1880. Left to right they are: Back row: Mr. McBain, Harry Preston, Joe Sullivan, James Lang Reeve. Front: Jimmy Duncan, Bill Lindsay, Tom Coulter and Joe Bullis.

out clothes Many nights, mother and father would have to stand holding up the tent poles during wind and rain storms Between Moorehead and Grand Forks we came to the Elm River and found that it had risen to its highest banks In the morning the situation looked hopeless, but later in the day other settlers arrived and camped with us Wagons were chained together and we ferried over the Elm. Horses and oxen were forced to swim

There were many times that the oxen strayed and father would have to spend most of the day looking for them. Some of these days we were lucky to make ten miles on the journey When we finally reached Grand Forks on July 4 1874 father tried to sell the oxen in order to pay for steamboat tickets to Portage La Prairie. No one wanted the stubborn animals and father went to work at his trade as a blacksmith for the Kittson Navigation Co His pay was $1.00 a day but this was augmented by mother's pay for washing clothes for the men at the H.B. Co post. The only place we were able to find to live in was the upstairs of a saloon and gambling hall. There was no stove upstairs and mother had to cook food outside and carry it upstairs At this time the Indians were none too friendly and the evenings were spent making bullets for the muskets in case of a raid by the marauding Sioux

In 1875 father went by boat to Emerson where he purchased property where the McKay block now stands The following year we packed our belongings in a flat boat and floated down the river to Emerson As I was the eldest son, I was appointed to drive the cattle overland with the help of a hired man. We started ahead of the family and within a week sighted Pembina The family's trip by barge took four days and three nights Upon our arrival, father opened the first blacksmith shop in Emerson.

Scrub and uncultivated land characterized the newly found settlement. The first respectable looking house was built by Mr Carney on the east side of south Main St. in the vicinity of the present ball park. Mr Fairbanks had a small home on the site of the Alexandria Block.

Father went into partnership with a man named David Ferguson to make bricks Mr Bryce, an early builder built our home on the farm with these bricks and we moved in in 1880. The original house is still standing

GEORGE GORDON ALLEN'S STORY

Nowhere in the Emerson district has there lived a more interesting character with a more picturesque life history than George Allen The son of an Anglican clergyman of Millbrook Ont., he took military training at a cavalry school in Toronto controlled by one of the "old line" regiments. While at a target shooting match at Peterborough in the fall of 71 he heard of the urgent call for 200 men to go to Red River to re inforce the remnant of the Wolseley expeditionary force He and a friend enlisted at Kingston and portaged and travelled in York boats via Toronto, Collingwood and Port Arthur to the north west angle, Lake of the Woods. At the angle, they were met by James McKay with his outfit of carts and ponies to take their luggage and guns and lighten their journey to Fort Garry over the Dawson trail. Col. Scott, afterwards the head of the customs at Winnipeg, received great praise from Wolseley for the record time in which his company, No. 3 Ontario Rifles, reached Red River. Mr. Allen, 60 years later, remembered and recited the words of the song they had sung to hearten them at night while in camp. It was composed by Sgt. Clarke of the first expedition.

"Come boys, cheer up, we'll have a song in spite of our position
To cheer us in our labors on this glorious expedition;
We'll keep our spirits up, my boys, and not look sad nor sober
Nor grumble at our hardships on the way to Manitoba."
Chorus: "Jolly boys — Jolly Boys,
Hurrah for the boats and the roads, Jolly Boys."

They had their first taste of pemmican at St. Anne Des Chenes, the only settlement on the way. On reaching St. Boniface, they found the river frozen but dangerous to cross. The crossing, however, was made safely in groups of two with each man holding the end of the other's red sash, worn with their overcoats.

Mr. Allen had the distinction of being chosen one of the fifty who formed the guard of honor for Lieutenant Governor Archibald at the opening of the first legislative assembly in Manitoba.

After their arrival at Fort Garry, the company was moved to the Hudson Bay post at North Fort Pembina at the boundary as the Fenian raids were causing considerable alarm. Mr. Allen is quoted as telling that, "Life there was uneventful and we used to fraternize with the 17th regiment at Fort Pembina, Dakota. Once we arranged a ball game and each side had to have a score keeper. Who should I see opposite me at the table but Mr. O'Donoghue himself, one of Riel's chief lieutenants. He looked like a real gentleman, wearing a long skirted coat. He was a fine conversationalist and not at all like my idea of a rebel. I remember one never to be forgotten sight — a flight of wild pigeons. My chum and I stood on the river bank that spring morning and shot enough birds to do forty five men for food. We fired at the pigeons, that came in narrow flocks about a half mile long curving with the river, until the barrels of our rifles became too hot to fire any longer. They were beautiful birds much like our mourning doves, but larger."

In the spring of '72, the men left for the east again over the Dawson trail. Mr. Allen and his chum established a record by reaching the north west angle, a distance of 97 miles, in 2½ days. They took their discharge in Toronto and eventually received medals and script. Mr. Allen's land was near Stony Mountain, but as he wished to buy Red River lots, he sold his script and settled five miles north of the boundary on the east side.

Mr. Allen was familiar with the activities of the Boundary Survey Party and witnessed the assembling of the R.N.W.M. Police at Dufferin for their trek to the Saskatchewan Rebellion in [illegible]. That spring he met the "International" the day that Messrs. Carney and Fairbanks arrived with their party to found the Town of Emerson. That same year he served on the committee to obtain "Grasshopper Relief" for the settlers who had lost their crops. Mr Allen bought from the Hudson Bay Co. the first old sweep horse-power threshing machine in the district. Buckskin ponies, which became dizzy at their work and sheaves bound with willow switches had to be reckoned with. Fresh meat was greatly enjoyed by one threshing crew until they found that they had eaten badger meat.

Mr Allen told of having a long conversation with Donald A. Smith, as that gentleman waited at the H.B. Co.'s post while a team was found to take him to the end of steel, 50 miles south. Incidentally, Allan Dillabough was the driver and made the trip that day with his grey team, a most unusual accomplishment. Mr Allen told that people in those days discussed the possibility and advantages of the Hudson Bay Railroad and held meetings to arouse public opinion on the subject. Mr Allen was the first Reeve of Franklin Municipality in 1880. In 1882 he married Josephine Stewart, the daughter of a pioneer family and in 1881 joined the customs staff in Emerson. He served as collector for seven years and retired in 1918.

MIGHTY INDIAN HUNTER

This is Big Charlie, hunter among the Roseau Indians at an earlier day. Here he is at his campfire as recorded by the camera of George Barraclough.

When They Followed the Trail to the Roseau

The following account of the early history of Dominion City was written by the late Mrs H. Sullivan, probably about the year 1896. It is reproduced here exactly as it was written.

The early 70's are notable years in the history of Manitoba. Glorious accounts of the fertility of the soil, particularly the Red River Valley had been travelling to the eastern provinces. The Selkirk settlers had paved the way. The dreaded pioneer days with their warlike Indians had passed. Eastern people felt that it was a land teeming with possibilities. Some were discouraged with prospects in the East, while others saw advantages in getting an early foothold in a new country. The biggest drawback was the long, tiresome journey which they must take before arriving. However, during the early seventies, we find that a number of families, mostly from Ontario, braved the hardships of the journey and drifted into the Red River Valley. A number of them settled in what is now known as Dominion City.

The first settlers came to the district on Red River boats to Emerson, crossed the Joe ravine at high water in canoes and drove the remainder of the way to Roseau Crossings with oxen or ponies hitched to wagons, Indian carts, or prairie schooners.

The first house was built in 1874 by the Sullivan Bros and is still standing. The second house was built the same year by Mr McKercher, the first postmaster. This house was built on the property now owned by Mrs T.H. Scott. The first minister visited the settlement in 1874. He was Mr McDonald, a Baptist minister of Winnipeg, who preached at different houses. The first Sunday I went to church in this country was by ox team and wagon. It is quite different now but no more enjoyable.

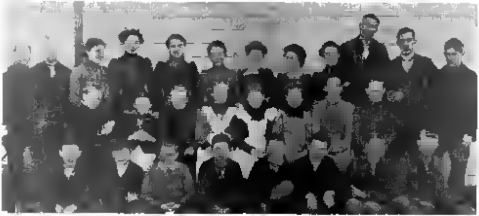
During the next four years, settlers came in fast. The Great Northern from St. Paul and the C.P.R. from Winnipeg began to build a railroad which was finished in November 1878, the last spikes being driven near where the stock yards now are. When the road was opened, two trainloads of people attended. The railroad officials spoke and cheers rent the air as this was the very first railroad to enter the great North West. The following year the station was built and was called "Penns". The same year 1879, Mr Crawford abandoned the store he had purchased from Mr Gray and built a larger store where Mr. Calder now has his garden. Mr Neil Leitch built a hotel. This property is now owned by W.W. Maynes. The first blacksmith shop was built this year too and is still standing near the residence of Mr Froom. In 1879, Mr Sullivan and Mr John Robinson went to Winnipeg to see about having a school district formed. This was accomplished and school was held in the Episcopal Methodist church, 6 miles south of the coulee, near Mr. Patterson's. Two grain warehouses were built that year, one by Mr McKercher and the other by Mr Agnew. A fanning mill factory was built by a Mr. Anderson. Later this building was used by Mrs. Delany for a school and council room. In 1880, the people decided they must have a name for the village other than Roseau Crossing. They called a meeting and after considerable discussion, decided to call it Dominion City. During this year the municipality was formed and was called the Municipality of Emerson. On May 3, 1880, the first council meeting was held with the following officers: Warden - G.G. Allen; Councillors - D. Knight, A. Hepburn, A. McLean, G. Taylor, J. Glass, J. O'Donnell and John Stewart (clerk). All took the declaration of office before Mark Whitley, returning officer. Later on that year, the Presbyterian and Wesleyan Methodist churches were built. Later the two Methodist churches were united and the Episcopal church was sold to the Anglicans. Considerable building was done in 1881. Two grist mills were built, one north of the river by Messrs. McKercher and Waddell, and one south of town by Mr. Spence(Mrs. Balls grandfather). Other buildings erected included a saw mill, general store, two brick yards, and two hotels, the C.P.R. House on Mrs. Jones' property and the Balfour Hotel, now owned by Mrs. Brad. N. Bagshaw and J. Sullivan built a butcher shop, which they later disposed of to Mr. John Knox. It is perhaps interesting to know that one of the brick yards mentioned was opened by a Nova Scotian Co. and the bricks were obtained from them which were used in the city hall in Winnipeg. In 1883, the municipal hall was built and was opened with a big dance. The name of the municipality was changed to Franklin. This year N. Bagshaw built a machine shop, where Anderson Bros. store now stands. 1886 saw two elevators erected, one by Mr. Waddell and the other by George Agnew.

These ten preceeding years are the real early days of Dominion City. They are the pioneer days. They tested the courage and endurance of many. Hardships and trouble made common friends of everybody. Great friendships developed among some of the early settlers. Since then a great many changes have taken place. Old settlers have passed away, buildings have burned, and the truck and automobile have taken the place of the oxen and Red River cart. Nevertheless the old settlers do not forget the early days. They linger on in their minds as hard days but happy ones.

Early History of the "Ridge"

After the land survey of 1874 the government, then considering the building of the transcontinental railway and the settlement of the west, offered free homesteads to settlers. Venturesome homesteaders were arriving in Emerson, the "Gateway to the West" via the Red River steamers and some of these crossed the unbridged Bradley and Joe coulees to the "Ridge." In 1878 the newly completed Emerson-St. Boniface railway line brought another influx of settlers to the region. It was at this time that the new-comers thought of their new found homes as villas and named the settlement "Ridgeville."

Emerson was the closest post office until the first post office in



An early Dominion City school class taken about 1900. Students are left to right back row: Harry Barber, Mellville Oakley, Dora Forsyth, Gertie Coulter (who incidentally was the first child born in Dominion City) Mamie Simpson, Anna Moffat, May Tailor, Eva Howarth, Nina Waddell, Garnet Coulter (now mayor of Winnipeg) Herbie Graham, Charlie Gallanger.

Middle row: Edna Ginn, Eva Collins, Ethel Read, Lila Laverge, Anne Acres, Ethel Laverge, Lillie Parker, Lena Waddell.

Sitting: Emerson Moffat, Ray Empey, Henry Lawson, Heck Miller, Jim Waddell, Renard Empey, Bert Barber and Fred Esteely.

Additional copies of this book are obtainable from W. E. Carlton, Box 284, Emerson, Man. at $1.00 per copy postpaid.

the 'Ridge' area was opened in November 1879. The office was situated on a farm and the first postmaster was Mr John Bidlake. It was later moved to the rural area and finally was moved to the new village.

When Emerson became linked by rail to the south in 1879 many from Ontario made the trip westward.

Many of the pioneers were forced to leave their homesteads on the bleak prairie but those who stayed worked diligently to produce meagre crops and raise livestock for sale in Emerson and to the railway construction crews. Many were employed on the railway crews and others labored in Emerson. The first crops were sown by hand harvested with scythe or cradle and threshed with a flail.

In 1880 a non denominational church was built in the community. According to an agreement, all Protestants were free to worship in the new structure, now the United Church in Ridgeville. In addition,

RESTAURANT
BOARD ROOMS

Joe Young poses in front of his Ideal Restaurant. This is now Bill Turner's barbershop and poolroom at Dominion City the church served as a school and a hall for socials, lodge meetings and public meetings.

The first railway to the "Ridge" was built in 1878. It stretched from Dominion City to Ridgeville with its main purpose being to transport gravel for ballast for the construction of the Emerson - St. Boniface line. Following the gravel hauling, the rails were removed. Ridgeville benefited somewhat, however as it enabled men of the district to earn some scarce cash as workmen. Employment on similar projects came to an abrupt end in the 1880's when Emerson's decline began. Meanwhile, homesteaders had become established and in 1888 an elevator was built by W.C. Wright at Emerson, where for the first time grain could be marketed. With the coming of marketing facilities, breaking plows were kept busy and horsepower threshing machines appeared. Twine binders and portable steam threshers were seen in the district. Before the turn of the century, more land had been brought under cultivation and drains were being constructed across the "flats". Thrifty German settlers arrived and slowly became well established in the region. Progressive merchants from Dominion City and Ridgeville peddled merchandise throughout the district accepting farm products in trade.

In 1902 a railway survey was made and in the following year the first wheat was loaded from a siding into the cars. By the end of the year two new elevators were almost completed. With the coming of the railway the village prospered and the first store, livery barn and lumber yard were established. The erection of another store, blacksmith shop, hotel and implement warehouse followed. An Anglican church, several homes, station and section house sprang up. In 1909 the Ridgeville school was moved to the new town and by 1911, public contributions and voluntary labor were responsible for the opening of the first skating rink. Public support enabled the Ridgevill hall to be built with a large portion of the cost borne by the L.O.L. whose name it still bears.

In 1914 fire destroyed the International Implement Warehouse, a store and the second Ridgeville hotel. The store was rebuilt, the implement business re-established, but for many years Ridgeville was without a hotel.

The bumper crop of 1915 was coupled with the departure from the district of many young men who enlisted in the army in the first world war. As an added contribution to the war effort, the skating rink was sold in 1916 and a jumble sale held which netted $730.

At the close of hostilities, Model T Fords, Gray Darts and Titan tractors came into use. The district suffered from the prevalent flu epidemic, but all were prosperous as in 1919, prices were at their peak. Some farmers hauled grain to the "States" and received an additional 16% premium on their money. It was at this time that the district's first and only banking service was instituted when a sub agency of the Banque De Hochelaga was established. The same year the first ¾ of a mile of sidewalk was laid.

In 1922, lightning struck the old livery barn and it, along with the original blacksmith shop, a residence, and the International warehouse, were destroyed. The residence was replaced and the following year an eighty foot square cement garage and warehouse was built. The same year the erection of a community horse shed was completed.

Although the district suffered in the depression it did manage to build a skating and curling rink in 1931.

Eight years later another world war intervened and various organizations in the district again contributed to the war effort. At the end of the conflict, returned men were honored and an engraved plaque was placed in front of the post office in memory of those who had paid the supreme sacrifice.

During the past decade Ridgeville has prospered. Modern mechanized farming has come to the fore and the village itself has developed with many businesses being established, new homes built, elevators erected, sidewalks and roads improved, new community curling rink built and rural electrification completed.

Historical Sketch of the Marais

During the Riel rebellion Thomas Scott, a resolute young immigrant from Ontario, faced Riel with contemptuous defiance. Furious at this, Riel, who had put in prison all the Canadian settlers who would not bow to his will, had young Scott court-martialed for treason against the provisional government and condemned him to death. On March 4th, 1870 he was taken out and shot like a dog. It was not an execution, it was a murder and a peculiarly brutal one. At news of it, a cry of vengeance went up from the east. The volunteers sprang to arms. Of the thousands offering themselves, seven hundred were accepted. They with the five hundred regulars formed the Red River Expeditionary Force under Colonel Garnet Wolseley. Being a military force, the expedition could not pass through the United States territory. It took the toilsome route of the old fur traders up Lake Superior to Port Arthur and through five hundred miles of difficult wilderness. Many of Wolseley's volunteers settled in the province to be an element of sturdy loyalty. Two of our earliest settlers, William McClelland and Joseph Tennant, belonged to these volunteers. Under land laws of the most liberal type immigrants flocked in by the thousands.

The port of entry into Manitoba, being from the south, what was more natural than that the first settlers should see in the beautiful Red River Valley, with its boundaries of trees, and its winding, wooded Aux Marais a most desirable location providing water and fuel and lending a beauty and shelter not found on the open prairie.

In the beginning of the summer of 1872, there settled along the banks of this river Mr. and Mrs. Wm. McClelland and their little daughter. They came by rail to Moorhead, Minn. and from there by boat down the Red River, Mrs. McClelland being the first eastarr woman landing at the Hudson's Bay trading post was accorded a royal welcome — every man then at the wharf lifting his hat. She has the honor of giving to the Marais its first native British citizen. In the same year came Mr. and Mrs. John Turner and family Mr. Joseph Tennant, Mr and Mrs. Henderson and Mr. Alex Copeland. In 1873 came Mr. and Mrs. Hugh Copeland and family Mr and Mrs. Allen Dillabough and family and Mr. David Irvine. These came to Saint Paul, intending to come down the Red River, but arriving in the month of November, they found the river frozen. They therefore travelled in a covered wagon, following the Indian trails. They camped the first night in the bush near where Mr Geo. Dillabough had his home. They took up residence with Alex Copeland until they had built their homes. The same year came Mr. Charles Empson, who afterwards married a daughter of Mr Hugh Copeland. He was a musician of no mean order played several instruments well and was quite familiar with the best composers and their productions. His violin was heard at the many dances held in the community

In 1874 Mr William Houston and his cousin Isaac settled on the section, the north half of which he still owns. The beautiful trees on what is now known to most of us as the Smith place, were planted by Mr Isaac Houston.

The Rev Daniel and Mrs McCaul came in 1875 Eternity alone can tell what this saintly couple did for the community

In the same year Miss Maggie Irvine, her brother and her cousin came by boat to Port Arthur and over the Dawson route — the same five hundred miles over which came the volunteers in 1870. When asked why she chose this way of coming she replied "It was in answer to a challenge from my brother" we who knew her as Mrs Wm. Houston recognize the same daring, the same unquenchable spirit in the mature woman as in the girl of twenty. In 1876 her mother Mrs David Irvine and the remaining members of the family came to join those who had come earlier. In 1877 Mr Andrew Irvine came his wife and little daughter following the next year 1878 found Mr Edward Davis established in the settlement. The following year his wife and three small children joined him. We all know the Davis home and the beautiful grove planted out on the prairie away from the trees of Aux Marais where most of the previous settlers had established homes.

On what is called Lower Aux Marais, we find in 1877 Mr and Mrs. Sedore established on what was previously known as the Joe Tennant farm. They along with Mr and Mrs Shepherd sailed up the lakes to Duluth, travelled by rail from there to Moorhead and on to Manitoba in covered wagons. Mr and Mrs. Sedore provided a home for many in those early days. Messrs. Calder and Kasick lived with them while building their own homes. Mr and Mrs Shepherd were always interested in the growth and development of the community and were instrumental in having the church at Letellier erected. In 1878, Mr and Mrs Calder made for themselves a home which became for many years a resting place for weary footsore travellers. Mrs. Calder was always ready to go to the sick with her kind helpful services and not a few were helped over hard places from her generous hand. Mr and Mrs Kronck were in no way behind in their kind hospitality to the stranger.

Before 1872, Mr Wright, father of Mrs. McClelland, had settled in a home in the same vicinity. The house he built is still standing, a monument to his faith and courage.

Think, if you have any imagination of the courage and the strength of purpose necessary to bring men and women in lumber wagons over unknown trails the love and devotion that impelled the women to follow with their children into experiences of which they knew nothing.

After arriving, the difficulties had only begun. They had to face hardship and privation but they were cast in heroic mould. Homes had to be erected. The trees in the bush furnished material for the walls of their houses, but the lumber for the floors, doors and windows, and roofs had to be brought in from the south on flat boats. These boats were sold with the lumber as it was useless to take them back up the river. (Mr Shepherd's house was made from one of these boats). These boats with their loads of lumber went north to Winnipeg, as before 1872, there were no English speaking people in this district except those connected with the Hudson's Bay trading post, afterwards called West Lynne. Some of our early settlers had to go all the way to Winnipeg to get lumber. Very soon the demand created a market for lumber at the trading post so that those coming later could get all the necessary building material at the post. When buying groceries, the purchaser had also to buy a bandana handkerchief or other piece of cloth to carry his purchases home as there was no paper bags available. Sugar cost 25 cents a pound, tea $1.00 a pound and coal oil $1.00 per gallon.

The plough, being the only farm implement obtainable, these capable energetic men made their sleighs and harrows out of material procured from the bush. It has been reliably recorded that Hugh Copeland could chop and pile three and one half cords of oak in one day. Allen Dilabough attributed his success to sowing his crop at the earliest possible moment, when, as he put it, the harrows scraped the frost, thus getting it off early in the fall ready for the first market. The only market for the first grain was at Pembina where it was loaded on flat boats and taken south. Wm. McClelland's first crop yielded well and weighed 64 lbs. to the bushel for which he obtained 45 cents a bushel in Pembina.

Disaster visited the new community when in 1873, and the two succeeding years, a grasshopper plague virtually destroyed everything. In 1873 flour could be bought for $2.50 a cwt. In 1874 the price soared to $8.00. Potatoes, the size of marbles cost $1.00 a bushel, oats & barley $1.50. Three years of practically no crop was a serious handicap for people, who were only starting in a new country. These people had faith not only in the new country and in themselves, but they had faith also in God. With the coming of the Rev Daniel McCaul came public worship in the homes. Most of these services were held in the home of Hugh Copeland, and in Mr McCaul's own home. These were held on alternate Sundays with services held in Emerson, —this being the beginning of the Baptist church in that place. With him were associated in the work, the Rev Mr. Pomeroy, who came all the way from Mosquito Creek, near Morris, and Rev Mr Edwards, the Methodist minister of Emerson, also Rev. Mr Jukes, Anglican minister of Emerson. These men held services in all the homes going from home to home. The first service held in Lower Aux Marais was conducted by the Rev Mr Goldie, who for many years had been a missionary among the Indians. His first service was held at the home of Mr Sedore. Following him came Rev Mr. J Scott, Presbyterian minister, Emerson, and the Rev Mr Mullin, also Presbyterian, preaching in the different homes. All of these men with one exception walked to their various places of worship through all sorts of roads in all kinds of weather. All honor to our pioneer ministers! "Their works do follow them."

In 1878, under the auspices of the Methodist Church, a church was erected near the site of the present one. The money for this church was donated by all the people in the community, and the land was given by Mr. Henderson. In this church, services were held every Sunday and in this same building, school sessions were started in 1879. Mr McClelland was appointed to collect funds for payment of a teacher and to buy the necessary equipment. It is interesting to know that in the Emerson International dated February 13, 1879 the following advertisement appeared 'Teacher wanted for the Marais school district one with third class certificate. Address Wm McClelland.' The names of three of the teachers have been disentangled from a mass of interwoven memories—Mr Earl, Mr Crawford, and Mrs Gosnell.

In the course of a few years, a school district was organized through the united efforts of Mr Davis and Mr McClelland, and the little school beside the church, served the community as school house and for church services, the school being much warmer than the church. This was sold to Mr Hugh Copeland, who tore it down and erected a stable out of the material. Educated in this school men & women have gone out to fill positions of honor and trust, to whom the little old school is ever a sacred memory and who all regretted its being destroyed by fire some years ago.

It was not long until a municipality was formed, Mr Edward Davis being one of the first councillors, in which capacity he served his country for many years.

There were, outstanding among the people, a few persons, who figured largely in kindly ministrations, during sickness and want. Mrs. Hugh Copeland was both doctor and nurse going not only to the homes of English speaking people but entering also the homes of the Mennonites with her helpful services of love. She threw herself with unstinted devotion into the task of helping the sick and suffering. Mr. Andrew Irvine went when needed and performed the services of veterinarian relieving suffering among the dumb brutes and saving for his neighbor many a useful and much needed animal.

A great honor and much publicity was given to our community in that Mr. Davis grew and sold the first car of wheat shipped from Manitoba to Liverpool. The following is copied from the Winnipeg Free Press of October 23rd, 1924. "Mr. Davis grew the crop in 1879, which was bought by Duncan Matheson, a former factor of Hudson's Bay Company, and shipped by him to Liverpool. The arrival of the wheat created quite a stir at Liverpool, the local newspapers of the day recorded that wheat of fine quality coming from the province of Manitoba, Canada, was seen on the Liverpool exchange.

Two organizations might also be mentioned here, as each played no small part in the building up of a better community life. The following is copied from a letter written by one who once lived here. The first is the Temperance Lodge, "Real pioneer work was done by the young people. It was started at Letellier and later moved to Upper Aux Marais. The principles inculcated and the truths that were learned made a lasting impression on the lives in the community."

The second is the Sunday School. "Mr. J.W. Whitman effected the first organization but after that withdrew. Mr. James Forrester then took up the work. He was followed by Mr. W.G. Forrester to whom was given the privilege of building up and maintaining a good Sunday School for many years. His consecrated life will be remembered by many who came under his influence as one of the strong spiritual forces of his time.

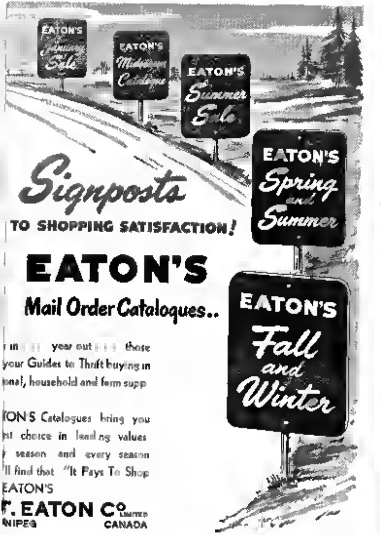
The first Roman Catholic Church was built at Saint Pie—the place now being marked by a cross. Rev. Father Marell was the first resident priest. He was followed by Rev. Father Jutras. When the railway went through and the town of Letellier sprang up the church building followed. Rev. Father Jutras served his people for nearly fifty years. He was interested in all movements for the uplift of the community, particularly the temperance movement. The courtesy, the co-operation and the helpful suggestions accorded any who went to him helped in no small way to break down barriers of race and creed and cement into one the two peoples.

Most of the people have gone to their long home, but behind them they have left a heritage. Owen Meredith has said, 'No life can be pure in its purpose, or strong in its strife, and all life not be purer and stronger thereby.'

Their industry, their thrift, their honor stands as a monument in the lives of their descendants.

We look around us today and on every side we see the result of their labors—splendidly built comfortable houses in the midst of waving grain, all in a district second to none in Canada.

Part of an address given by Mrs. W.G. Forrester at the unveiling of the Memorial Tablet in the Marais Hall on July 16th, 1930.


EATON'S
January
Sale
EATON'S
Midsummer
Catalogue
EATON'S
Summer
Sale
EATON'S
Spring
and
Summer
EATON'S
Fall
and
Winter

Signposts

TO SHOPPING SATISFACTION!

EATON'S

Mail Order Catalogues..

r in . . . year out . . . those your Guides to Thrift buying in onal, household and farm supp

ON'S Catalogues bring you st choice in leading values season and every season 'll find that "It Pays To Shop EATON'S

T. EATON Co. LIMITED
NIPEG CANADA

History of Emerson

Featuring historical sketches
of surrounding districts

HC
H 6738

597038
23 11 64

Preface

In 1928 the Women's Institute of Emerson appointed a committee of Mrs. Frank Bell, Mrs S R. Root Mrs M Wallace and Mrs Masterton to gather stories of pioneer people and to compile the early history of Emerson The committee was assisted by Mrs. W G Forrester who arranged and composed the historical material that had been accumulated

In 1950 Wm Carlson editor and publisher of the Emerson Journal read the original type-written manuscript and offered to publish it if certain changes could be made and the history brought up to date Mrs Masterton, one of the original committee and Mr Carlson have co-operatively compiled and edited the following "History of Emerson" including historical sketches of surrounding districts and bear responsibility for any of its shortcomings

Acknowledgment

We are deeply indebted to those who have contributed information articles, etc We are grateful for this help which has facilitated the production of the history and express our sincere thanks to — The Daily Province Vancouver The Canadian Weekly Editor Vancouver The Free Press, Winnipeg The Tribune Winnipeg the editor of the H B Co s "Beaver Magazine" Winnipeg Mrs. Molly McFadden Basken, Winnipeg Mrs W G Forrester Emerson, Mrs D A Landrum Ridgeville Mr Warren Griffith St. Vincent Senator Arthur Beaubien and all others who may have been of help in any way.

— The Editors

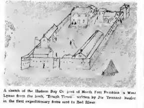
Historical Sketch of the District

In the year 1850 the Hudson Bay Co built a trading post, just inside the Canadian boundary line called North Fort Pembina The name was taken from a similar post formerly situated on the north bank of the Pembina River at its junction with the Red The original fort had been built by the North West Fur Trading Co in 1800 but in 1821 after the amalgamation of the North West and Hudson Bay Companies it became an H.B Co post. Since the boundary had been surveyed in 1818 the "Company" planned to move all such posts in to Canada

In 1870 at the close of the Red River Rebellion, No 1 Company of the Ontario Rifles under Capt Cook was ordered for outpost duty at the border The men embarqued on the "International" a stern wheeler built by the Hudson Bay Co in the 60's for Red River freight and passenger service and landed where they were sure they were still in Canadian territory at the site on which Fort Dufferin was later built The troops camped there from September until November when the cold drove them into the H B Co post at North Fort Pembina, where Mr Watt was chief trader and Mr Scott his clerk Mr Jos Tennant, bugler of the company who later became a pioneer settler on the west side of the river tells stories of their experiences in his book, "Rough Times"—how a prairie fire threatened their camp and how the arrival of two sturdy young travellers, Richard Powers, later Chief of Police in Winnipeg and W F Leslie afterwards assistant to Mr Bradley the first customs officer in Emerson caused such excitement Tobogganing and snowshoeing were popular sports and visiting back and forth with the garrison at Fort Pembina Dakota, was indulged in freely Mr Tennant tells stories of members of the company well known to Emerson old timers Wm Mills, early customs officer was adept on snowshoes Mr Wm Nash organized the local militia in the late 70's and Wm McClell and was a pioneer farmer on the Marais The company was discharged in the spring of '71

In the fall of 1871 Fenians attacked the H.B Co post, imprisoning the factor and his clerk and scattering the contents of the store Col Wheaton of Fort Pembina Dakota heard of the Fenians and intercepted them. They were taken as prisoners to Fort Pembina & the scattered stores were replaced The raid caused fresh anxiety in the east and a second expedition was despatched from Kingston via the Dawson Trail to Fort Garry Once again troops occupied the post of North Fort Pembina Mr George Allen was a member of this company and has recorded his personal experiences. The company stayed until the arrival of the Boundary Commission party in the spring of '72 under Capt. Cameron, who had accompanied Governor McDougall in his attempt to enter Manitoba in '69 Dufferin was built as headquarters for the Commission Due to Indian trouble, the boundary survey parties were protected by United States infantry and cavalry The government sent a farmer Mr Cotton Almon to raise coarse grains for stock feed and the project was successful until the grasshopper plague of '73. The boundary survey was completed in 1873 and stock and stores were sold and some barns torn down. A drove of 80 head of stout ponies was kept to be fed until the spring of '74 to be used by the N.W.M.P., who assembled at Fort Dufferin in the early summer of '74 before their long trek westward to Fort Walsh, Saskatchewan.

As the boundary commission was finishing its work, the Emerson Colonization Party arrived led by Messrs T Carney and W N Fairbanks In 1873 these gentlemen had interviewed the Manitoba government and had arranged to get a grant of 640 acres of land under an agreement to bring in 10,000 settlers In the spring of 1874 the first party arrived with tents and building materials The framed deeds to this property may be still be seen hanging in the Town Hall In 1873 a customs office had opened near the H.B.Co post with Mr Bradley as chief officer The post office had been called West Lynne There was no settlement as yet but as soon as the Carney Fairbank's party arrived a ferry boat was put on the river and a Dominion Land Titles office established near Emerson, the new townsite By the summer of 1875 the population was 100 during 1879 1000 and in 1881 it had grown to 2500 with 183 pupils and three teachers at school In 1879 the incorporation of the town was planned and the subsequent petition was headed by the names of Harper McKechnie and J N Noble followed by 117 other names F E Burnham was the first returning officer Legal work in obtaining



A sketch of the Hudson Bay Co post of North Fort Pembina in West Lynne from the book, "Rough Times" written by Joe Tennant bugler in the first expeditionary force sent to Red River the charter cost $75 The town plan covered 840 acres, 200 of which were originally owned by Mr Hill Nash and 640 by Messrs Carney and Fairbanks In 1879 the Hudson Bay Co laid out a townsite at West Lynne and in 1882 the thriving place was granted a charter The petition headed by W Mills and M.B Robertson, was signed by 100 others First returning officer was the H.B.Co factor Mr Duncan Mathison In 1889 the two towns became one

Business Development

Mr Thomas Carney and Mr W N Fairbanks both of Red Wing Minn, were the founders of the Town of Emerson Mr Carney who wished to do some exploring in western Canada, was advised by James J Hill, an American railroad magnate, to acquire land in the region soon to be penetrated by the railroad Mr Carney with the assistance of a friend W N Fairbanks organized a colonization party to found a town just inside the Manitoba border on the east bank of the Red River

Mr Carney had been in the American army in the Indian wars and the Civil war He was a land owner was engaged in lumbering and operated several saw mills

Mr Fairbanks a lawyer by profession, was a cultured gentleman He named the town, Emerson in honor of his favorite author the essayist, Ralph Waldo Emerson

Manitoba Free Press, March 24, 1874.

"The prospectus arrived in this office of the projected Fairbanks and Carney colony from the United States which was to take up 80,000 acres of land east of the Red River near the International border"

While in business in Emerson Mr Carney invented the cash register Gold and silver only were used in those days and he felt the need of a machine to assist in handling coins and making change In 1884 Mr Carney left Emerson and eventually pooled his interests with those of the National Cash Register Co

Mr Fairbanks lost everything in the crash following the boom but hopefully remained in Emerson until the early 90's, when he joined his wife and son in Winnipeg, where Wm J had established himself in the real estate business

The first hotel was erected by Mr W.P Hutchison, one of the Emerson party but who had preceeded them in 1873 He brought the materials with him and although his hotel had a tent roof the incoming colonists found food and shelter awaiting them Mr William Clark and his brother Hiram slept there on beds made up on the floor in company with the proprietor and his wife The place was enlarged and called the Emerson House in 1878. It was situated at the corner of Main and Dominion streets

The first store in Emerson was owned by a man named Wiltsie & was on the present site of the post office building George Parker, a cousin of Mrs. Wm Clarke, also opened a store on Dominion St On instructions from J H Ashdown Enoch Winkler and Casper Keller established a general store north of the Hutchison House It became known as the Mennonite Store, as Enoch Winkler could speak the language of the fast growing population of Mennonites taking up land west of Emerson along the post road The Mennonites outfitted themselves at this store and hauled great quantities of supplies, both summer and winter In a new country especially in bad weather the road was not always easy to follow and they marked their highway with posts. Thus, the Post Road one mile north of the boundary was named. The Ashdown Store soon became too small to handle the growing volume of business, necessitating the construction of a new store where the Wiltse store had been It was made of brick from Emerson's first brick yard In 1874 Theo Jasper opened a small store and tailor shop Evans and Mortimer established a good business in tailoring on Dominion Street. Mr Evans a welshman, was a musician of no mean order and under his leadership Emerson soon boasted of a brass band Two drug stores were operated by C Flexon and J Carman The first baker was Mr Broder In 1878 and 79 three other bakers arrived Geo Stevenson advertised 18 loaves for $1.00 During May 1878, 2000 loaves of bread were sold in Emerson Pembina citizens patronized bakeries and meat markets here with the duty on beef set at 1c per pound The first baker's delivery wagon appeared on the streets of Emerson in April 1878 Messrs. Carney and Chalmers had a store on Park St in 78, but this was destroyed by fire Mr Wm Clark told of helping to roll barrels of oil into the river to prevent the fire from spreading Citizens watched the spectacle of 100 blazing barrels of oil floating down the river at night Although the $30 000 loss was covered by only $600 the store was rebuilt on the corner of Dominion St and Winnipeg St the same building as now occupied by Salem Root's furniture store In 1878, Jerry Robinson built the brick store on Dominion St., now owned by Mr H Dowswell Mrs Andy Johnstone told of being able to buy the first kid gloves at Jerry Robinson's store. There were three stores selling boots and shoes only owned by C M Almon Mike Ryan and H J Suffel. Suffel's store stood until its destruction by fire in 1948 In the year 1877 – 78, Dominion Land Titles agent Geo Newcombe sold 267 200 acres of land an increase of 150 000 acres over the previous year Mrs Traynor had a millinery store on Main St., while Mrs. Barrett advertised flowers feathers colored kid gloves neckties and the latest novelties for sale Messrs. Lawrence and Curtis operated a furniture store and the latter was the district's piano tuner Jewellery shops were owned by J Fraser and G D Northgrave. In the late summer of 1878, a flat bottomed boat came floating down the river on which its occupant, Mr Kerfoot, proceeded to carry on his business of photography That winter his gallery was used for a 'skaters shack' Meantime Mr Kerfoot had found warmer and more convenient quarters uptown By 1879 there were two lumber yards, under the proprietorship of Enoch Winkler and J McKechnie In spite of a shortage of building materials, it is recorded that 14 business places one grist mill 7 dwellings and a church were constructed in two months of that year There were three livery and feed stables, operated by Hewson, Tennant and Terrot, while each hotel had its own livery Commercial travellers were known to have teams out for eight weeks at a stretch, transacting business for 230 miles westward In 1878, a water cart plied a vigorous trade supplying cool water from the turbid Red". A ferry boat was launched by J Tennant at the foot of Park St. and by 1879 there were five ferries operating along the river between Emerson and Fort Pembina There were the usual accidents and mishaps One day the cable on the Park St ferry broke while there were three teams and several foot passengers on board. Someone swam to shore with a rope and eventually the craft was hauled in at Fort Dufferin, a mile downstream Once some miscreant cut the rope and wire was therefore used in the future.

No jail had been necessary in the earlier years, but in 1879, one was needed Formerly drunk or disorderly Indians were lodged in Kenneth McRae's blacksmith shop A contract was awarded for a building, 18x25, made of oak timbers and today it may be seen overgrown with Virginia Creeper in the back yard of the property on the north-east corner of Park and First streets That particular lot has never been transferred to private ownership The jail was known locally as "Hotel de Bell", as Jack Bell was the police officer at the time

Before the town was incorporated people banded together to have roads graded or sidewalks built, etc Local subscription hired a night watchman By 1888 the principal streets were graded and wooden sidewalks built.

In 1880 a private bank was opened on Main St by R. Hepburn and G.L Irwin The following year the Merchant's Bank opened a branch in the new McKay block In the spring of 1881 Robert Hamilton of Collinwood and John and Alex McArthur of Chelsea established the Emerson Contracting Co They were first class workmen specializing in brick and stone work and plastering A brick block on Dominion St and a brick terrace of two homes on First St were erected by F E Burnham The present W R Forrester home was constructed by W.N Fairbanks. Thomas Carney built a mammoth hotel on Park Street The $25 000 three storey brick veneer structure had 80 sleeping rooms, office, sample rooms reading rooms bar billiard room dining room, kitchen and several sitting rooms Brick for the building was brought from Crookston The hotel had 160 feet of frontage and was unsurpassed in the comfort and elegance of its arrangement by any hotel west of Toronto Mr Carney was a large property owner and his taxes amounted to $750 W N Fairbanks erected a three storey brick block block on Main St. with four stores on the ground floor offices on the second and living quarters on the third A second section of this block was built the following year making the building one city block in length Plate glass for the windows on the ground floor cost $1,500 Walton and Bird, hardware merchants, ordered the glass from England and supplied the hardware for the building The second section was designed so that the two sections were linked with an imposing arched entrance The second half of the block was not occupied until 1882 when the whole structure was bought from a loan company by a syndicate of Emerson businessmen, called the Alexandria Realty Co The businessmen, with one accord, moved into the stores and offices and soon had the living quarters tenanted A disastrous fire in 1888 destroyed the larger part Walton and Bird built a large brick store with offices upstairs in 1882 Another new building was built as a bank by Hepburn and Irwin between the Emerson House and the McKay block It was red brick from Duluth trimmed with Lake Superior stone facings It is still standing A Mr McKay of Montreal wished to invest in the new town and had the McKay block built in 1880 Today it too is still standing and is occupied The town hall another fine brick building was built in 1883 at a cost of $12 000 It was destroyed by fire in 1917 and a new and more spacious town hall was erected in the reconstruction period of Emerson's history

In 1880 a $30 000 traffic bridge was built at the foot of Park St. A great celebration took place to mark the event—the opening of the first bridge over the Red River In three days, 875 pedestrians and 858 teams crossed over and business in Emerson increased perceptibly.

Property values increased steadily In 1876 Thomas Carney sold a 42 ft. frontage on Dominion St for $400 Two years later he rebought half of the same property and paid $700 Later Walton and Bird bought it for $800

Messrs Carney and Rinkoff built a $5 000 opera house on Park St. containing a stage dressing rooms, gallery and auditorium. Seating capacity was 5 000 but later the proprietors added 110 easy chairs for the comfort of patrons. In 1884 Sir Wilfred Laurier addressed a large audience in this building

There was an ever increasing demand for houses and as a consequence, Messrs G Waterworth H Fee C Purdy and H Mills associated themselves under the name of the Emerson Building Co

In short, the Henderson Directory of 1882 lists 315 names of men earning a living in Emerson There were 3 tinsmiths, nine carpenters seven contractors, six painters, fifteen clerks, nine harness makers, two photographers four gardeners three jewellers, three druggists two dentists two doctors one wagon maker two surveyors, two auctioneers, four bakers, three tailors two milliners, fifteen acknowledged speculators and many other proprietors of hotels and shops and their clerks etc There were five good hotels in Emerson the Anglo American, Emerson House, Gateway Hotel, Canada Pacific Hotel and the Carney House

In Mr Carney's appeal for the renewing of the railway charter in 1880 the facts concerning business in Emerson were plainly stated

'We have established an immense wholesale trade with the country west of us in lumber hardware, agricultural implements, groceries and general merchandise We have four wholesale lumber yards ten mill ton feet having been handled this year five wholesale agricultural implement warehouses, four wholesale groceries Besides all this we have an extensive manufactory of implements and harvesters If this railway is not put through, all the above would have to leave and seek a new place of operation.'

Railway Facilities

In 1877 James Hill built a branch line from Breckenridge to St. Vincent. Mr Hill, originally a Canadian from Guelph Ontario, quarrelled with the C.P.R. with whom he had been employed and went to the north western U.S.A. and built railroads to carry business and immigration from the east to western Canada and the United States ahead of the C.P.R. Capital for the local branch line was obtained from Canadian and British financiers in honor of whom stations such as Northcote, Stephan Angus, etc were named It was called the Pembina branch of the St Paul Pacific In 1878, the C.P.R. constructed a line from the border at Emerson to St. Boniface and soon these lines were joined. The first regular train arrived at St. Boniface in December 1878 carrying twenty passengers The single fare to Emerson was $3.20 and to St. Paul $22.50 Trains travelled at the rate of twenty-six miles per hour In 1879 the depot and customs office were built Mr John Clancy of Ottawa was the first agent and the first telegram was transmitted over the wires on August 7 1878 There had been a telegraph line on the west side terminating at the H.B. Post's post office but it was often out of order In 1878, a commercial telegraph office was located down town and Mr Charles Maybee was operator In a few years, Mr Maybee became postmaster Thus the telegraph office and post office were combined until the Alexandria block conflagration in 1900, when the post office was forced to move and the telegraph office was discontinued At that time, Mr D.H. McLean was postmaster and his daughter, Bessie, was the last commercial down town operator

In 1879 Emerson businessmen realized that the continued prosperity and further development of the town partially depended on a bridge across the Red and a railway line to serve the country between Emerson and the Pembina Mountains Supplies and building material were being hauled from Emerson to that fast developing district and it was feared that the C.P.R. might take that trade when their line was built from the east to Winnipeg and thence into southwestern Manitoba The ferries were a hindrance especially between seasons It was for this reason and the difficulty of crossing the river at times, that the town of West Lynne had sprung up Ambitious and influential citizens organized a provisional committee and applied for a charter to build a railroad from Emerson to the Turtle Mountains The provincial government granted the charter but the railway commission at Ottawa disallowed it, as the Dominion government had given the C.P.R. a monopoly before construction of the Fort William - Winnipeg line was begun which had eliminated any chance of occup

May 24, 1883 — A celebration was planned for this day, described as the "Swan Song" of Emerson. 200 Indians from the reserves (there were two reserves in the vicinity one near the Roseau Rapids) held a pow wow on Main St. A parade of floats a half mile long procession passed through West Lynne, Pembina, St. Vincent and back to Emerson. One spectacular float represented the chariot of the Sun God drawn by three horses driven by a Greek God. This was "standard time", only recently adopted by the nation. Another float was a miniature hotel on wheels with the bartender serving drinks as it passed along. A float boat complete with masts and sails was manned by sailors singing choruses from the then popular "Pinafore."

1884 — The population dwindled from three to one thousand and in 1885 the town was declared bankrupt.

River Traffic

Many of our first families came to Emerson via the Red River both before and after the railroad was built. The "International" a H.B.Co. stern wheeler and many free traders' boats operated along the river route. The first river vessel was the "Anson Northrop", afterwards the "Pioneer" brought by the H.B.Co. from the Mississippi in 1861. Competition led to amalgamation, and in 1882, the Red River Transportation Co. was formed which absorbed the two boats of the Merchant's line the "Manitoba" and the "Minnesota" and later the "Selkirk", "Marquette", "Alpha", "Dakota", "North West", "Swallow" and the "Cheyenne". The river in those days said Mr. Geo. Allen, was narrower and deeper than in the 1900's and more constant in depth, permitting navigation for several months of the year.

On passenger boats the fare from Emerson to Winnipeg was $2.50. Going down, the trip took 8 to 10 hours and the return trip upstream from 12 to 14 hours. Mr. Wm. Clark told of his coming to Emerson from Ottawa in 1875, the last part of the journey being on the "Old International" as the pioneers fondly called it. The boat was so crowded that a group of young men, like himself, slept on the deck. There was Tom Coulter, whose son became mayor of Winnipeg, Mr. Stewart, whose daughter married Valentine Winkler and the Dick brothers and Mr. Gunn bound for the Roseau and Ridge country. Mrs. Delaine told of the two men who because of the uncertain time of arrival, waited for the boat and roused the people who had business to transact when the whistle of the boat was heard. It was a pleasure to meet the boat to see who were coming to make Emerson their home and to judge the worth of the new-comers by the quality of their furniture and household effects. When the Guthries came in the spring of '78, they brought a parlor suite and organ and thus were assured of recognition. Mr. Geo. Allen told of meeting the boat the day Mrs. Wm. McClelland arrived, the first woman to come to this area from the east. Those early Marais settlers landed at the H.B.Co. post on the west side of the river.

As late as 1882 river commerce was extensive to which the following press reports attest.

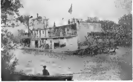
September, 1882 The "Cheyenne" left for Winnipeg this morning part of its load consisting of 34,000 ft. of lumber from Carney and Watson's mill for J G McDonald, contractor

October 1882 The steamers "Cheyenne" from Winnipeg and "Aslop" from Moorhead, Minn, with barges loaded with wood moored at the Carney and Watson mill give that vicinity a lively appearance

In 1878 the "Minnesota" brought in one trip, 33 consignments of goods for Emerson merchants The charges alone were $720 On two previous trips charges were $650 and $1100 At this time the railroad as well was carrying freight

In 1878 the "International" advised that the boat trip to Winnipeg was more pleasant than by train, because even though it took longer one arrived in downtown Winnipeg and in daylight whereas the train deposited its passengers at St Boniface station. The ferry had stopped running at that hour and small boats had to be hired in order to cross the river to Winnipeg

In April 1882 the newly organized St. Paul, Minneapolis and Manitoba Railway Co telegraphed the Red River steamer "Selkirk" and arranged to use her to transport passengers from the "Y" at St Vincent to Emerson as their track was under water The "Selkirk" passed from the river into a flood lake near St. Vincent, crossed the



The last Red River steamer to make the trip from Grand Forks to Winnipeg through Emerson was the "Grand Forks". It is shown on this last excursion trip in the above picture. It stopped at Emerson on June 7, 1909.

track and took on passengers and baggage near the section house With a scow laden with people and goods in tow she steamed along east of the C P R. line and transferred those north bound to the train at the Joe bridge and those southbound walked south along the tracks to Emerson Mr David Forrester was one of this party He told of three special trains carrying an influx of hundreds of settlers arriving at this time

Although the Red is still classed as a navigable river water traffic has ceased The railroads buses trucks cars and airplanes have replaced the 'pioneer' craft that once plyed their way up and down the 'Mississippi of the North'

The last boat to make the trip from Grand Forks to Winnipeg was the "Grand Forks" Notes from the Emerson Journal of June 11 1905 tell us that on June 7 the steamer Grand Forks' having left her home port on June 6 arrived in Emerson The bridge was swung without any trouble although it had been six or seven years since it was last moved, and a party of Emerson businessmen went aboard to join those from Grand Forks Drayton and Pembina. The 'Gateway City" contingent comprised Herb Wright, J W Whitman, J A Badgley Wm Gault, P F and E Casselman C A. Whitman J W Bailey A Johnston and M S. Bucknam Round trip tickets were sold at Grand Forks for $15.00 but passengers from Emerson paid $2.50 single fare which included meals The trip to Winnipeg took twelve hours as ferry

Wm. Fairbank's home which was built in 1883 and is now the residence of Mayor Forrester.

cables had to be lowered and the pontoon bridge at Morris opened. Emersonians returned by train the next day. Upon its return, the "Grand Forks" arrived at Emerson on July 9. School children, led by Principal Crerar, visited the craft. It had been more than twenty five years since a boat had made the trip. The vessel was in command of Capt. Perro, who had been the skipper of the "Manitoba" in 1878.

Town clerk Unsworth, on behalf of the town council and board of trade, read a congratulatory message to the company, captain and promoters.

(Pictures of this boat with the school children aboard were taken by R.G. Masterton and lay in an old album until interest was aroused by Mrs. Reg. Basken in her articles, "Steamboats on The Red River" which appeared in the Beaver Magazine in 1960. Reprints of these pictures have been deposited in the photographic archives of the provincial library thanks to Molly McFadden, one of these school girls of 1908.)

Emerson Journal, June 25, 1908

"Last Friday evening the steamboat excursion was an event out of the ordinary run of Emerson functions. The occasion was the C.N.R. picnic and the steamer "Grand Forks" made trips on the river. Pembina people too took advantage of the opportunity, old timers and youngsters vying with one another to see who could get the most pleasure out of a steamboat ride on the raging Red."

Bridging the Joe 1876-1883

In July 1876 the first bridge over the Joe was completed on the Carney property. The following spring a freshet swept it down about fifty rods, but it was saved. However in the fall it was again swept away, this time for good. The second structure was built of p pier poles in 1878. Just as the work was done Perry Walton came along with a load drawn by oxen. The oxen broke through so in the following spring, people on both sides of the boundary co-operatively built an "international" bridge which was used until 1883 although the approaches were good only in dry weather. The railroad bridge was the second one built there and it was in a precarious condition in 1883.

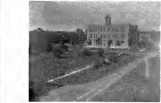
The editor of the "International" took a drive with Mr. Fairbanks out east around the country and on returning wrote a story of the bridges over the Joe, concluding with the comment: "It is hoped the day is not far distant when construction of bridges and improvement of roads will not be left to the charity of the settlers but that the local government will give southern Manitoba a fair show in the distribution of public funds."

In Nov., 1883 the Bucknam Bros. completed a new bridge over the Joe near the railroad at a cost of $656. The bridge afforded a direct road to Emerson for all who lived down river.

In March 1880 James Ford brought his family, agricultural

Caul as pastor Mr McCaul lived in the Marais district and walked to Emerson each Sunday to conduct the service. The first meeting was held at the home of Mr Derenzing, but before long a small building built at a cost of $300 was secured on Main St Charter members were Rev Daniel McCaul Mrs F Myrick Mrs A Smith, Mr and Mrs. Theo Jasper and the Misses Annie and Julia Jasper Accounts tell of the ladies cooking an oyster supper to raise funds for an organ In 1879, because of failing health Rev McCaul resigned and was replaced by Rev James Anderson of Hillsburg, Ont. In 1880 a new church was built on Morris St and all other churches closed the day it was dedicated in order that all might attend The present structure was built in 1908 Four generations of the Root family have attended the Baptist Church in Emerson since 1882 Other well known families attending in the earlier years were the Bucknams, Bulls', John Whitmans Pococks and Clarks

In 1875 a Methodist minister Rev Daniel Pomeroy organized an Episcopal Methodist Church in Emerson following a period when he had travelled about the Red River settlements by ox cart The first building, on the corner of Dominion and First Sts was completed in 1878 It was described as a comfortable frame building with seating capacity for 100 It was adequate only until 1879 when an imposing



The original Carney House, built in 1882 as it stood after its conversion to an apartment building and sale to David Forrester in 1898 As an apartment block, it was named the "Strathcona" It was rented by Mr George Durand in 1905 and was destroyed by fire in 1917
0

brick church, 36 ft x 66 ft., with a tall spire was erected at a cost of $5,000 Rev Pomeroy was followed by Rev Edwards The church was eventually converted into a residence for Mr and Mrs Fairbanks later to serve as a Sunday School room for the Presbyterians and finally was destroyed by fire, while being used as a barn on the David Forrester property in the early 1900's

In December, 1879 Rev George Young of Fort Garry fame arrived in Emerson to establish the Weslyan Methodist Church Rev Young who had been the pastor of the first Methodist Church in Red River and whose name is immortalized in connection with the early history of Manitoba and the Riel Rebellion became the first pastor A church, called the Tabernacle was built on the corner of Winnipeg and Morris Sts Friends of Dr Young in Oshawa, Ont. sent him a good two keyboard organ which was played for many years by Bertha Guthrie The organ was hand pumped and through the years the different boys of the congregation, including the Wrights Hamiltons and Cummings, took their turn. Mr Casselman regularly paid them 10c a Sunday and in emergencies did the job himself

In 1884 the Episcopal and Weslyan Methodist Churches were united to form the Methodist Church of Canada The larger brick church had been used by the Salvation Army for a few years, but in 1885 the Methodists again occupied the church In it a famous bell was hung Mrs Margaret MacLeod tells about the bell in her "Bells That Rang in Red River" "The last bell of Red River days came to Grace Church but on its arrival found itself a public institution. It was immediately adopted as a town bell by a village of 300 people, just beginning to be called Winnipeg — and hung in a belfrey beside the Weslyan Methodist Mission House built by Rev George Young in what was still Red River It is the only bell that came to Red River by ox cart — weights 280 pounds and has a fine tone. The inscription on it reads

Jones and Co. - Troy N.Y. 1869
Presented to the
1st W.M Methodist Church erected in
Red River

By the W.M Sabbath School of
Oshawa Caanada

W H Gibbs, Supt. - A.D 1868

This bell has special interest and value since it is the only Red River bell that has a personal inscription cast on it (even though "Caanada" is spelled with two 'a's') The abbreviation "W.M" represents Weslyan Methodist The bell was rung when Col Wolseley and his men entered Winnipeg in 1870 It was rung for fires in Winnipeg and while it hung in the brick church it was once again used as a town bell when the town hall burned in 1917. It rang in 1918 on Armistice Day Rev Young spoke of the bell as an "historic bell" and in 1897 wrote, "The good old bell was duly loaned by me to the church board in Emerson for use until such time as required elsewhere"

Some well remembered families in the Methodist congregation of

the late 1880's and early 1900's are the Badgleys Hintons, McFaddens, Fairbairns, Wrights, Hamiltons, Cummings Vanwerts, Youngs, Fords, McCartneys, Baldwins, McGirrs Bowsers, Whatleys Waltons, and Casselmans.

Since the union of the Methodist and Presbyterian Churches in Emerson in 1921 the historic bell has hung in St Andrews United Church, although its tone is smothered owing to the confines of the space in which it swings The old organ seat from Oshawa was moved there too and was played by the daughters and grand-daughters of those early Methodists

In these earlier days, grocery stores were licensed and there were several hotels and a brewery in town Consequently church people organized a branch of the Dominion Alliance, a temperance society as well as a Total Abstinence Reform Club

The prosperity of the people was reflected in these items —

Christmas 1880 Miss Alma Cole organist at the Methodist Episcopal Church was presented with $25 in appreciation of her services.

1881 – The Weslyan Methodists presented their minister Rev Bridgeman, with a set of furs, a coat, cap and gauntlets in appreciation of his services An address was read by F E Burnham and signed by J Johnstone George Walton and Chas Full

1881 – Mrs Pope wife of the M E minister was given a gift of a fur coat before going on a visit to her home in Ontario, Mr T V Badgley made the presentation

1881 – Rev McGuire was presented with a coat cap and gauntlets by his congregation A party of friends and neighbors visited the Rev John Scott and gave him $100 and a fur coat to his wife.

1882 Members of St. Luke's presented Mrs Broughton, their organist, with a jewel casket containing $100

Mr Sexsmith organist at the Weslyan Methodist Church, who is leaving for a holiday in the east received a gift of money in appreciation of his services

The W M Church has built up a *fine* library of 200 books

In July 1880 the Church of the Sacred Heart was consecrated by Archbishop Tache assisted by Catholic clergy of southern Manitoba. There were printed forms of the ceremony and the ushers, George Germain, Mr Tetu and J Tennant wore black broadcloth suits white ties and white gloves Mrs Germain was organist

The church and house were situated on 4th St. and Roseau Father Jutras was the first and only resident priest Eventually the house was rented and in 1916 a grass fire set by the tennants spread to the church to completely destroy it. In 1918 the house was remodelled to serve as the church A few of the earlier attendant families were the Malloys, Sullivans, McDonalds Turners, Rivards Gagnons, Renvilles, Godons and Foys.

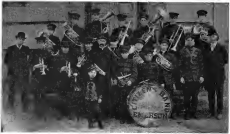
In West Lynne a congregational church was formed in 1881 with services conducted in the school room every Sunday morning by Rev W Ewing A Methodist church was also built, but was later moved to the Marais The school room was also used by the Anglicans Previously services had been held in Mr J Delaine's Hotel

Registry Office 1875 - 1941

The registry office opened in Emerson in 1875 and closed in 1941 Wm Hill Nash was the first registrar He was succeeded in 1885 by Mr John Angus, who continued as registrar until his death in 1915 During his lifetime Mr Angus took a keen interest in outdoor sports He formed the first lawn bowling club in rural Manitoba, which was accomodated along with tennis on the spacious grounds at his home Mr Angus used to tell the story of a man one of a party of recent arrivals from central Europe who came into his office and inquired, "How much does it cost to lick him?" After some questioning it developed that the new Canadian mistook Mr Angus for the magistrate and wanted to know where he stood with the law if his contemplated fight with a neighbor culminated in action

Mr David Wright was registrar when the old town hall burned in 1917 Miss Minnie Tandy succeeded Mr Wright in 1918 and in 1925 her sister Elizabeth took the post until it closed in 1941 All titles to land had been gradually transferred from the old system to the new Torren's Title system of registration

The original custom's house as it stood on the Dakota side of the boundary in 1881, prior to its purchase by George Pocock and its subsequent removal to West Lynne. Pictured in the group photo are: Chas. Whitman, E Casselman, D Forrester Mr Lewis A. Rivard, George Pocock, Wm Mills David Wright Mr Armstrong J E Cooper Wm Lucas, John Whitman, Frank Pocock, Jim Sanders Geo. Chambe Harry Goselin, Wm Unsworth, D. H. McFadden, D H McArthur Wm. Whiteley John Angus. Kenneth McRae Mark Whiteley Robert Hamilton, George Allen Robert McDonald, Wm. Fairbairn, Roy Whitman and Dan Landrum.


CITIZENS BAND
EMERSON

The Citizens Band of Emerson in 1908 pose for the group photo on the accompanying page. Rear row (left to right) —Leonard Hamilton, Bill Sherkinow, Norman McLean, Joseph Rivard, Bill White, Shea Bucknam, and Wellington Hamilton. Second row — Thomas Connell, Lorne Connell, Claire Borbnam, Cecil Hamilton, Jack Hamilton, David Peterson, Gordon White, Gordon Hamilton, Harry Gault, Willie Spence, Nap Rivard, Wm. Ballantyne and Robert Hamilton.

West Lynne

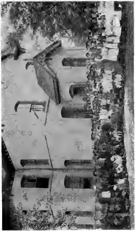
Charter for the incorporation of West Lynne was granted in 1882. The first council elected was: Mayor J.F. Tennant, Councillors: Ward 1, E. Depenser and Mr. Lewin; Ward 2, W.B. Robinson, J.E. Tetu; Ward 3, Wm. Mills and Harry Wexellbaum. The town was laid out twenty-four blocks long and three and one half blocks wide.

The Henderson directory, published in February 1882, lists 160 names. It states that West Lynne has some fine stores, a weekly newspaper, post office, etc. A large amount of grain was purchased here. Population is rapidly increasing.

Among the names of the early residents are some that are still familiar such as H. Abbott, dairyman; W.F. Crosby, agent; Duncan Mathieson, Hudson Bay Co. factor; A. Hogeboom, farmer; John Hooper, tailor; A.T. Newgent, farmer; Geo. Pocock, miller; four Tennant brothers; J. Tetu, Immigration officer; Ed. Vance, horse trader; Enoch Winkler, lumberman; Jack Delaine, Windsor Hotel proprietor; Dave Hamilton, Hudson Bay Co. store; Wm. Mutchmore who planned a sub-division north of West Lynne and built one house before the boom collapsed; and Dr. James Bedford who had come from the U.S. with a diploma from a school of Homeopathy. During an outbreak of small pox at Gimli the government asked for volunteers to go to the aid of those stricken. James Bedford went and was so successful and popular both there and in his home town that the Manitoba government rewarded him with a degree in medicine. Dr. Bedford and his family later lived in Emerson.

West Lynne boasted of four general stores, six hotels, the Windsor, McDougall House, Golden Hotel, West Lynne Hotel, Riverside Hotel and Farmer House; a brewery, where a six quart pail could be purchased for fifteen cents, cash and carry; a pop factory; cheese factory; several grain warehouses; five implement shops; a weekly newspaper; two churches and a school.

The first child born in West Lynne was Alice Lynne Delaine in 1879. The old H.B. post was torn down in 1880 and replaced with a fine new store where several clerks and two cash boys were employed. The neighboring fort at Pembina, N.D. was abandoned in 1898. Thus two historic landmarks disappeared. People of the countryside missed the sound of the cannon fired at sunrise and sunset from old Fort Pembina.



The 1898 - 99 classes of the Emerson School are shown in the accompanying picture Standing second from the extreme left is Walter Forrester. At the right in the back row is Fred Gershaw later a senator At the left wearing a white cap is Jack Williams George Bedford is seen at the left, clutching a school bag Fred Foy Lorne Buckham, Harold Whitman and Bob Angus stand to the right of George George Turner is the lad at the left with his hands over the shoulders of a younger companion. Sitting on the ground, wearing three hats is Wellington Hamilton, followed by Jack McLean. Sitting seventh from the left is Bob Bedford, followed by Nap Rivard. Fifth from Rivard is Roy Burdette and seventh— Garnet Fairbairn. Some of the older students in the back rows may be recognized. They include Jessie Allen, Frank McArthur Zella Badgley Clara McGirr, Casselman girls Birdie Walton, Mabel Forrester, Lulu Pocock, Kate Annie, Ethel Dowswell, Nettie Hamilton Belle Cronley Nita Badgley Margaret Jacobs the younger Forrester girls, the Christie girls, Bessie McLean the McFadden girls, the Tandy sisters, the Lovey's, Jennie Lucas and the McCaul girls

A view of the heavy snowfall that caused drifts as high as telegraph poles in some sections that fell during the winter of 1896 - 97 preceding the flood of 1897 The snow - shoers are (rear left to right) Kate Angus Will Walton, Mrs McCaul, Maggie Bell, Neil Angus Tom Walton, Mrs Casselman, and Dr Elkin Front row (left to right) - Minnie Ford, Mrs. Frank Bell John Angus, Frank Bell and Mr Fraser,

Custom's Office History

A resolution to be presented to Hon Mackenzie Bowell Minister of Customs, on his approaching visit to Manitoba by a citizen's committee of Messrs. Chalmers Killer Fairbanks Carney Suffell, Carman Lane J W Whitman and C Plexon was drafted asking authorities to move the customs office to Emerson at a meeting in 1879 Before this was accomplished the customs office was moved into the same building as the post office The stamp read Emerson Outpost of Winnipeg

There is an old log house on the former Pocock property which had been the first Custom House on the border in fact it was just across the border on the Dakota side It served the purpose from 1873 to 1879 In 1901 Mr George Pocock had bought the building from the people who lived there Before it was moved Mr Lewis then C.P.R agent in Emerson, roused the interest of the citizens and a group picture was taken in front of the building Post cards of the picture were made and a few are still in existence and treasured by old timers

When the post office became overcrowded Mr Bradley the Collector of Customs becoming impatient with the lack of response from the Department, put up his own building on Taylor St near the river There were two assistants one of which was Mr Wm Mills. Due to rail traffic an office was also provided at the C P R. station In 1882, Emerson was made a port of entry collector's salary increased and additions made to the staff

An old customs letter book has been preserved which contains interesting data regarding the cost of living in 1896 There had been complaints of smuggling being carried on locally and Mr William Cooper collecter at that time was asked for lists of prices of food clothing, and building materials both here and across the border Quality flooring was $25.00 a thousand and hard coal $10.00 a ton Food and clothing were relatively priced.

In 1907 when Ben Lendrum, younger son of a West Lynne pioneer family joined the customs staff there were six officers two at the C P R two at the Junction and two in the town office, then situated in the McKay block. In 1959 five offices with a staff of thirty seven permanent and four seasonal officers, attend to the railway truck & tourist business of this busy port

Post Office History

In January 1878 the post office which for four years had been at the H.B.Co. post in West Lynne was transferred to Emerson. Old timers have told how the mail was brought to Ashdown's store and everyone came and picked out their own mail, a very unsatisfactory arrangement, now that Emerson was a thriving town Accordingly Mr Lewis fitted up a building on Church St near the river The "International" the weekly paper of 1880 had this to say 'The inside of the post office looks quite citified with glass front boxes and yale locks.' In February the new stamp and seal were received and Emerson post office was made a money order office in September of the same year. In 1880 it was made a daily reporting office the significance of which is indicated by the fact that there were only 30 such offices in Ontario and 2 in Quebec. On September 27 1880 the post office handled $1200. On November 27, 1880, business amounted to $1700, a sure sign of commercial development in the town.

The first post office in the district was established under the name "Pembina" on July 1 1871. Two years later on April 1 1873 its name was changed to "West Lynne". The Emerson Post office replaced the West Lynne office at the H B post in West Lynne on Feb. 1 79 Old

Postmasters who have served at the Emerson post office since its inception were Wm Watt (July 1 1871 - no record) F F Bradley (no record - March 1875) H T Lewis (Sept 1 1875 - July 21, 1884) Geo. B. Nesh (July 22 1884 - June 13, 1889) Chas D. Maybee (Aug 5, 1889 - Feb. 15 1897) D.H McLean (Apr 1 1897 - Mar 12, 1915) Wm Watson (May 3, 1915 - Sept. 21 1940) Miss Hazel G. Watson (Sept. 23 1940 - April 8, 1946) Mrs. E Fralick (July 1 1946 Acting) Leslie Ferris Greene (Apr 1 1947 - June 2 1947) Mrs. E Fralick (June 3, 1947 - Acting), and Trenton Claude Seobie (Jan 8, 1948 -)

Those in charge of the West Lynne post office were Duncan Matheson (Oct 1, 1879 - June 30 1886), Andrew Simpson (July 1 1886 - July 31 1887) Edwin H McCrea (Aug 1 1887 - May 31 1888) and W D. Hamilton (June 1 1888 - June 30 1890)

International Boundary Line, Emerson Man. and Noyes Mn.

An early view of the port of Noyes, Minn., across the boundary from Emerson.

Floods in Emerson

In 1882, at the peak of its prosperity, Emerson experienced its first flood. The people were surprised and after an extemporized meeting in the town hall, a party of young people started off to explore the river for a possible ice jam. The only available craft was not entirely seaworthy but finally after much mending and the raising of a mast and the rigging of a sprit sail, the party got underway on Monday morning. They reached Morris that evening and the next morning set sail for Winnipeg. That evening they telegraphed from Winnipeg. Ice jam at St Norbert — river now clear. Their adventures were detailed in a log kept by Capt King of the Merchant's Bank. They made from 8 to 10 miles per hour using the sail part time. Hundreds of wild ducks were seen and two were shot. In the expedition were Capt King, First Mate D Shaw, Gunner J Gowanlock and Boatswain J Waterhouse. The flood of '82 carried away the first traffic bridge at the foot of Park St.

The year 1893 brought a flood of medium proportions, 8 inches lower than that of 1882. There was a depth of two feet, ten inches of water in the stores in the Alexandria Block.

The 1897 flood is still well remembered by many in Emerson at the time of this writing, especially Easter Sunday April 18th, when in freezing temperatures high winds lashed the buildings to leave them coated with half an inch of ice. The storm caused great damage. Sheds were away from buildings, older structures were completely destroyed and people feared for their own safety during the time of peril when they lived in the upstairs of their flooded homes. The water continued to rise but when warm weather returned the populace could walk about on the wooden sidewalks that were fastened together. The wooden sidewalks would float, but it was the delight of pranksters to congregate near some unsuspecting person wearing low boots and causing the raft like sidewalk to submerge. A week after the storm the steamer "Assiniboine" reached Emerson, after a trip in which it rescued those marooned and left supplies where needed. The Assiniboine was not the first to pass along Emerson streets however. In the spring of 1882, river craft had handled freight and passengers by navigating through previously impossible places.

Some notes from the Emerson Journal of April 23, 1897 —

The Allens were very much frightened when the bricks on the south side of their house fell off during Saturday night's storm.

Chas. Maybee had difficulty getting his wires to work this week in his telegraph office on the third floor of the Alexandria Block.

W Bullis had 600 bus. of seed grain in a bin on a raised platform to escape the water but the high wind and waves washed out the props and all was lost.

Dr Elkin and W Fraser started for Winnipeg by canoe on Wednesday but their sail broke and they returned. E Casselman and Mr Fraser started out again on Thursday. They plan to return by train.

Don Forrester came from Winnipeg by C.P.R. last Monday. He had to walk from the Joe Bridge, which is badly damaged. The Bradley bridge is almost completely wrecked.

Michael Scott and W.C. Hartley rowed to St. Vincent last Saturday afternoon. Coming home they were caught by the storm and had great difficulty in the darkness to find their way and keep their boat from being swamped.

McGirr and Hinton' are afloat at the same old stand.

Bell and McCaul' have moved to the third floor above their store (both in the Alexandria Block.)

Chas. Whitman and Geo. Christie were ducking this week and there were others.

J.W. Whitman is doing business upstairs over his store on Dominion St. He also has some goods at the C.P.R. station where Mr. Shaw waits on the customers.

The Journal is protecting Mr. Alme during the flood who is dealing out produce, flour, feed, etc. from a back room in the improvised office on Church St.

W.C. Hartley, principal of the school is keeping up his classes under difficulties.

The C.P.R. has promised that we shall have mail today. There has been none from the north for a week. Mail from the south came in yesterday. It had been brought from Grand Forks by hand car and boat.

The Marais River is flooded from the Red. It is into McClelland's stables and frolicking about Andy Irvine's door.

It is recorded that in the stores of the Alexandria Block there was a depth of nearly five feet in 1897.

In 1904 there was high water that crept onto the main streets. Mr. C.A. Whitman told of the water just reaching the floor of his store on Dominion St. which gave him an opportunity to give it a good cleaning.

The year 1916 brought another flood with just enough water on Main St. to float a boat. Mr. Sid Wightman made a bridge of boxes and planks in order that a crossing could be affected on Main St. The Bank of Ottawa staff conducted business in a building on Church St. but kept their books and cash in the bank's vault, which had been raised on timbers high enough to escape the water.

For 32 years there was no high water in Emerson and people forgot that such a thing could happen until 1948, when the water rose to a height enabling it to reach Third Street in some sectors.

The Red Cross established their headquarters in the parish hall of the Anglican Church, where volunteer workers distributed goods, handled orders for groceries, and distributed mail. Boatmen were hired by the town council. An inspector of the Dept. of Health and Public Welfare of the provincial government supervised the purification of drinking water and it was distributed by the crew of an army water truck. The flood acted in a normal fashion with a duration of approximately two weeks. At the crest of the flood there was just under three feet

The facing picture was snapped during the height of the 1897 flood in Emerson Ed Vance may be seen standing to the left of the post at the left of the picture. Also at the left of the picture standing in front of the Alexandria block are Mr and Mrs James Dowswell and children, the Casselman girls, and Elma and Garnet Fairburn. In the boats (left to right) are: Joe Hunter George Sutherland ("Doc Fudge") Bob Nugent Chas Whitman and grandson Charlie Alex Bowes and Roy Abbott and Chas Whitman At the back right (left to right) are George Hamilton and C.A. Whitman.

of water in the Alexandria block.

Again in 1950 the Red swept over the town with a height of 6 ft 6 inches being recorded in the Alexandria block. The Alexandria block levels most clearly illustrate the heights of the various floods as the height of water is now gauged differently than it had been prior to 1948

As flood waters advanced, a crew of workmen moved furniture to safety and families were evacuated to higher ground Living quarters were provided in cars spotted by the C.P.R in their yards This "Skid Row" colony grew until its population numbered 100. A railway mail car served as the post office and a portable restaurant was gradually towed eastward as the flood advanced Merchants stocked staples at the C.P.R station the United Church and the lumber yard The lumber yard store finally sought a corner spot in the restaurant The Red Cross depot was first established at the Anglican Church but was forced to move to the basement of the United Church and finally to the main auditorium At the depot, volunteer workers assisted Mrs. R. Long the local society president in serving and delivering food A temporary telephone exchange was established near the elevator Mr Jack Templeton a veteran of several floods, moved his electric cooler to props on the back porch of his home and was able to supply a limited but regular supply of meat Fortunately electric power never failed A fleet of boats operated throughout the town and during the worst of the flood motor boats met the train north of the Joe bridge The train had been unable to continue running to Emerson when flood waters swept over the tracks and threatened the Bradley and Joe bridges The army again supplied a tank truck and water purifier and a railway tender stood at the C.P.R. filled with emergency water An army "weasel" also served as an evacuation unit. A patrol boat, "the Arkansas" moored to an elm tree near the Peto residence one Sunday evening The "Arinaut" a Game and Fisheries vessel operated by the R.C.M.P. arrived a few days later Another day a hydroplane in the same service landed on the river near Main St Dignitaries from Ottawa flew over the inundated area and the Red River Valley Flood was declared a national emergency Large sums of money were raised all over Canada to help those stricken A few former residents of Emerson demonstrated their affection for the home town by sending contributions direct They were Mrs Z McGregor of Penticton, daughter of J.A Badgley Mr J Bullis of Emerson and Mr P.W. Cook of Brandon, who had lived in Emerson during the '97 flood.

History of the Old and New Cemeteries

The crown gave each of the four churches of early Emerson five acres of land on payment of $1.00 per acre for a cemetery situated one mile east of Emerson across the Bradley coulee. There are no records to tell of the first man interred there as a result of a shooting accident, but the second was Sam Smith Mrs Delaine's first husband in the winter of 76-7. Only one part that consecrated by the Anglican Church was ever used. There was no formal arrangement of plots and in later years it was impossible to say where certain graves could be found. For example a tombstone once lay for months at the C.P.R. station as no one could say where the plot was for which it was intended. In 1890 when Mr David Wright was Town Receiver he planned a new cemetery to be located on higher ground within reasonable distance of town. The new site was deemed advantageous, as there had been many times during the spring flooding of the coulee or during the deep snows of winter, when it was impossible to reach the old cemetery. People were urged to move the graves of their departed ones and in most instances this was done. Most of the old cemetery land was sold for farm land. Emerson now has a beautiful cemetery with well mown paths an abundance of flowers and shaded by giant spruce trees. It is one of the community's beauty spots and is a memorial to the late David Wright.

Former school chums that were taught in Emerson by Miss Stillington during the years, 1895 – 1905. They gathered for this group photo during Emerson's Jubilee Celebration, July 23 - 24 25, 1925.

Newspapers

Emerson's first newspaper "The Emerson International", a weekly newspaper of eight pages, was founded by Chas Douglas, an experienced journalist. The first issue was dated Christmas, 1878 The initial press run of 1000 copies increased in one year to 1 150 In the early eighties it became a daily paper for a short time It had been the paper's custom to print the names of newcomers registered at the hotels but the practise had to be discontinued when the lists became altogether too long for publication In 1879 Mr Douglas printed 3 000 copies of a widely distributed, special immigration number which contained much helpful information to people contemplating moving west. As a result emigration from the eastern U S and Canada was stimulated One has only to scan the pages of that year's papers to realize what a power the publisher of this paper exercised in promoting the advancement of this town and district. When the boom collapsed, Mr Douglas went to Vancouver where he published a paper and later became mayor of the city

The following is a list of the local advertisements that appeared in the first issue

Wm Hill Nash - Barrister D G Munro M.D Harvard graduate D.H. Cameron M.D McGill graduate, Batchelor and Faulkner Painters of houses signs and carriages. K. McKae- Blacksmith F W Nelson Saddles harnesses etc D Lawrenson Furniture cabinet makers undertakers Jerry Robinson Dry goods Ashdown & Co General store W Brooks Emerson wagon and carriage factory J F Tennant Livery and feed stables Cooper and Carmichael Carpenters Thomas Carney - Building lots lumber stoves etc C.M Almon Clothing boots and shoes. F T Bradley Farm lands lots in south Emerson and Mountain City Thos Jasper General store; F Martin Ontario House In 1881 the number of professional men and firms advertising had increased to 44

George Baldwin, who had been a teacher for 3 years in the Emerson school, issued the first copy of the Western Journal on January 2nd, 1878 In October of the same year, his office was destroyed by fire While he was away in the east making arrangements to resume publication A.D Peterson established a reform paper "The Emerson News" closing out Mr Baldwin but the "News" only lasted a short time

In West Lynne, Mr M Hooper started the West Lynne and Southern Manitoba Times in September 1880 When Mr Hooper became King's Printer J Tennant & Co. conducted the business for a few years

In February 1880 the "International" was advertised for sale and in the following January the Southern Manitoba Times appeared under the management of George Walton The "Times" was succeeded by "The Emerson Journal" in July 1885 under the proprietorship of A.A. Bailey In December 1888 negotiations were concluded for a change of proprietors and in the issue of January 1st, 1897 the names of D J. Hartley and W B Ballantyne became associated with the "Emerson Journal" D J Hartley was replaced in the partnership in January 1898 by a Mr Griffith. In 1899 Mr Ballantyne assumed full control Mr Ballantyne contributed greatly to the life of the community in the years he was in Emerson He was a man of cheerful disposition and along with Mr Fred Wocks, was a great promotor of sports picnics excursions etc A large oleander given him by the Hendersons when they left town, graced the window of the Alexandria block office Mr B had complained to Dr Henderson that it was covered with some pest. Immediately after the fire he sent a card to Dr Henderson at Stonewall stating simply "No bugs on oleander"

The Journal office was located in the Alexandra block until the disastrous fire in 1909 which destroyed two thirds of the block. The "Journal's" next home was in the building now occupied by Mr S D Wightman but was soon moved to the downstairs of the former Masonic hall, which was on the site of Fitch's store that burned in 1948 On July 16 1925 Emerson's printing business suffered its third conflagration in the Masonic building Two months later Mr Ballantyne passed away On October of the same year Mrs Ballantyne re-established the paper in a wing of her home Following the depression the "Journal" absorbed the "Dominion City Star" in 1938

Mrs Ballantyne successfully operated the "Journal" until its sale in July 1947 to Manitoba's youngest editor Mr W E Carlson In 1949 the "Journal" was established in its present quarters—a new building on Church St

Town Hall, Emerson Man.

Emerson's former town hall, on the site of the present structure which was destroyed by fire in 1917

Agricultural Society, 1879

In April 1879 plans were laid to have an agricultural fair in the fall. Interested people arranged for a meeting on April 10 and the following were elected Pres – John Hardy of Marais 1st Vice Pres – Duncan McKertcher of Roseau, 2nd Vice Pres – Robt. Brown of Emerson Directors – Wm. Grant of the settlement belt G Vesey Fitzgerald of the Ridge, Henry Tennant of Dufferin J.F Houston of the Marais, Mr Trembley of St. Jean Glines of Morris, and Robert Curran of Emerson. W.N. Fairbanks acted as Secretary and T Carney was Treasurer

The organization was called "The Morris County Agricultural Society" and all were urged through the medium of the press, to join and help lay plans for a grand post harvest fair An initial grant of $100 was given by both Messrs Carney and Fairbanks

The first fair was held as planned on September 24, 25 and 26 and was officially opened by Lieut Governor Cauchon and the Hon. Messrs. Norquay and Dubuc Articles were exhibited in the new Methodist Episcopal church which had not yet been dedicated, and special booths were built outside for displays of grain and vegetables from Dakota Minnesota and Manitoba. Dakota won the banner for the best booth A $20.00 premium was offered for the best two bushels of spring wheat At the 1882 fair in West Lynne, prize winners were Allan Dillabough J S Ireland John Fraser Edward Davis, Wm. Landrum Donald Fraser, James Crosby J Ayres A. Copeland and L. Hogshoom

At these fairs in the Ladies Fancy work classes there were sections for Berlin woolwork, netting wax flowers, beadwork, leather work, hair work, shell work ottoman covers rag carpets and hearth rugs besides the silk and cotton embroideries and plain and fancy knitting as of today In the fine arts department there were extensive exhibits of paintings, drawings, water colors and sketches done by ladies of the town of Emerson Several ladies competed in the equestrian class Merchants showed their finest wares Walton and Bird had an exhibit of silverware Mr Foster leather goods and harness Mr Doran, jewellery Noble and Fallis, woodwork Mr Jones fancy dry goods and Miss Jasper fancy work and novelties It was the custom for many years for merchants to display exhibits of their stocks at the annual fair

An exhibit was prepared from produce shown at the first fair & sent to Ottawa and Hamilton where it attracted highly favorable comment and as a consequence, gave a good impression of this district

Lodges and Clubs

Lodges and clubs were organized in Emerson in its first years The Masons formed their lodge in 1878 and held their meetings in Ashdown's store Mr F.T Bradley, first customs officer, was the first Master Other members were W.R Dick, O Batchelor W.L Vickers

E.T. Scott, N. Stewart, J.E. Cooper, T.C. Scott, W.H. Nash, W. Lucas, R. McDonald, Casper Killer and C.W. Kent. In 1880, a two storey Masonic Hall was built and the ground floor was occupied by the Emerson Journal until it was destroyed by fire in 1927. In 1938, a modern hall was erected on the corner of First and Dominion Sts. In 1933, the Emerson lodge honored the memory of its first Master in a most unusual way. Mr. Bradley, his wife and two young children had been interred in the family plot on the Bradley farm, north of Emerson, near the coulee that bears his name. Through the intervening years, the plot had become untidy and overgrown. The Masons restored the plot and instead of the original picket fence, a low concrete wall was built around it. A picture of this site hangs in the lodge room in lieu of a photograph of Mr. Bradley which could not be procured.

As early as 1874 there was an Orange Lodge in Emerson. Mr. Johnstone E. Cooper, a member of the Wolsely Expedition, carried in his knapsack from Toronto to Fort Garry the charter of the first Orange Lodge in Manitoba, which as Mr. Cooper settled in Emerson, was established here. Charter members were: J.E. Cooper, N. Dure, H. W. Davie, H.D. Hamilton, Hugh Carmichael, J.R. Copeland, Chas. Perry, W.H. Saskin, T.C. Bell, Wm. H. Nash and the Rev. Mark Jukes.

Also the first in Manitoba was the Forrester's Lodge called "Court Prairie Flower". Charter members were: Chas. Perry, Thomas Tennant, G.F. Baldwin, J.D. Steppler, James Carney, Wm. Thompson, John Argury, John Lovering, Joseph Robinson and Dr. D.H. Cameron.

There is recorded a meeting of the Gateway City I.O.O.F. in 1880 in the hall over Jerry Robinson's store with thirty charter members present although the names are not given.

A number of gentlemen called "The Big Sixteen" organized a social club in 1881. A corner suite was rented in the Alexandria block for $500 a year and a steward was engaged. Membership in this club cost $15 and the annual fees were $10. President was Capt. Nash; Vice Pres. - H. Killer; Secretary - A.F. Irwin and Treasurer - Dick Claxton. There is in existence a photograph of the members, taken in their club rooms.

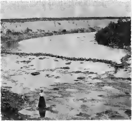
In March 1881, a board of trade was organized with twenty seven members, from West Lynne and Emerson.

Recreation

Emerson's first band was organized on October 18, 1873. A subscription list was circulated and $300 was raised to buy instruments. The band consisted of: Mr. Humphrey - leader; John Copeland - first E flat coronet; D. Evans - second E flat; John Lucas, first B flat; Peter Killer - second B flat; J.S. Delaine - first alto horn; Robert Carney - second alto; Wm. Mills - trombone; J.F. Tennant - baritone; Tom Tennant - Euphonium; S. Mortimer - bass horn; Jerome Benson - bass drummer; S. Easdale - side drummer.

The first baseball club (The Gateway Browns) was organized in June 1879 and the first match was played between the Whiskered and Unwhiskered of Emerson

The Curling Club which organized in November 1879, got away to a bad start when the sixteen pairs of metal stones worth $150 ordered from Montreal didn't arrive until March Lack of funds had delayed the shipment as members had not paid their fees Upon the stones arrival the club spent every available afternoon and evening at the rink The first game was contested by rinks skipped by James Fraser of Pilot Mound and H.S. Crosby of West Lynne First outside competion came from Winnipeg, and following the return



REMAINS OF ANCIENT INDIAN FISH DAM ON ROSEAU

The remains of this ancient Indian fish trap may still be seen on the Roseau River today Here hundreds of Indians from as far west as Bismark congregated every spring to catch and smoke jacks sturgeon and catfish. This was an annual event every spring after the fish started coming down stream after spawning Six young bucks stripped to the waist, were posted at the narrow neck of the 'V' made by the dam. They clubbed the fish and kept clear the baskets situated there The squaws gutted the fish and then smoked them on piles of poles.

match in Winnipeg, players enjoyed an oyster supper at the Queen's Hotel

A library association was formed in 1878, with the original committee composed of C.M. Aikman J.H. Carney Charles Perry Thomas Hooper John Lucas W.N. Fairbanks and Chas. Douglas (constitution and by-laws) A.W. Styles, George Newcombe and Wm. Mills (building) Capitol stock was $300 consisting of thirty shares at $10 each, all of which was subscribed and paid in three days Stock was increased to fifty shares at $10 each in order to erect the building which would be large enough to be used for lectures concerts and other forms of entertainment Proceeds were to be added to the income of the association The lot was donated by W.N. Fairbanks. The Pembina branch Railway Co donated lumber freight charges of $34, and townsfolk liberally gave some $500 The library Hall was built in the early part of '79 opposite the present Town Hall site on Church St There was a formal opening in March, 1879 when J.W. Taylor, American consul of Winnipeg gave an address on the subject "Red River Twenty Years Ago" As the building was not equipped with seats they were borrowed from the Anglican and Presbyterian churches Church ladies provided refreshments Two years later when the hall was fully equipped and the books had arrived a strawberry festival was held on the adjoining lawn Refreshments were served in tents and the band discoursed sweet music

Emerson can claim an exceptional position in having literature placed at the disposal of its citizens.

By 1880 the town had passed the experimental stage and social life had become more stable with hospitality assuming greater proportions each year In the New Year celebrations the ladies received in groups, and many four horse rigs were driven by the gentlemen

Two young men of Elora Ont. George Lemon and Leslie Moir built a rink and the "International" records that the fire engine flooded same By December 3 the rink was opened with the band in attendance Previously skating was confined to the river

Three hundred invitations were issued for the ball which was given at the new C.P.R. transfer station

Horse races on the river were popular and the "International" tells of the time they were held on the Main St when the tracks had been obliterated after a storm. $200 was the prize given

The batchelors gave their annual ball that year in the opera house 388 invitations were issued and an elaborate supper provided There were patronesses and the ladies dresses were described in the paper

The carnival was a popular event. $10.00 was given to the best dressed couple Costumes were interesting—suggestive of culture & luxurious living Incidentally about this time the curlers discovered that their rink was several feet too short

In March 1880, a Calico Ball was given by "The Three Links" It was a stormy night and the Fort Pembina string band which was to have provided the music got lost on the prairie and did'nt arrive. An impromptu orchestra—the organist of the Anglican church Mr

Griffiths assisted by a violinist and a coronet player sufficed. Supper was served at the Emerson House.

Besides staging programs at Christmas time, churches regularly presented entertainments Good local talent was plentiful, such as the "Waits" who made their appearance shortly after midnight on Christmas eve under the leadership of Dick Claxton Members of the choral group were C and T Irwin, Tatchell, McGinley, Maybee Hepburn and Blaikdock

A branch of the W.M.C.A. held services on Sunday afternoon for the benefit of those not attending church regularly There were week night meetings at which debates etc contributed to the cultural and educational life One subject debated, which ended in a tie was whether West Lynne or Emerson had the better chance of becoming a great city

In 1882, Forepause Circus of two brass bands, elephants and camels etc visited Emerson.

In January 1879, the second annual ball was given by the volunteer Infantry Co and band at Dufferin barracks. Supper was served by J S Delaine Guests partook of elk, buffalo prairie chicken domestic fowl pastry confectionery and port and sherry wine after dancing in the quartermaster's store house Emerson people participated in the 4th of July 1879 celebration across the border at St. Vincent. The river steamer, "Manitoba" was at the disposal of the community and made regular trips back and forth during the day There was a monster parade which included the Emerson Sunday School children, the band church ministers Mr T Carney and Mr Taylor the American consul from Winnipeg who was the speaker for the day Also featured was the march past by the Pembina Militia from the fort and a Winnipeg band

In the summer of 1880 the band arranged a steamboat excursion and picnic Captain Griggs donated the "Dakota" and a barge for the occasion for which accomodation was arranged for 300 Tickets were $1.50 per couple and there was to be dancing on the barge Unfortunately the steamer burned before the event could take place

A number of townsfolk attended the "Payment" on July 18 1879 at the Roseau Indian reserve The day was pleasant barring mosquitoes

September 11 1879 "One of the attractions in town this week is Edison's phonograph or talking machine, admission 25c

There was a rifle range east of town and shooting matches were regularly held. The Emerson Volunteer Co once competed for a Meerschaum pipe

A floral fair arranged by Shepherd Delaine for the benefit of the Library Hall, was a new and novel form of entertainment and encouraged horticulture among the ladies and gentlemen of town Flowers were from Rev J Scott's garden from Pembina gardens and from individual exhibitors such as Mrs Almon, Mrs. Carney and Mrs Newcomb The fair was repeated in 1882 in the new Town Hall, Hand-some prizes were given

In 1882 the Canadian Press Association visited Emerson In anticipation of the event, the City Council granted $500 to provide for their entertainment The excursion arrived at seven a m and was met by Councillors McInnes and Bird with carriages to escort them to the Fairbank's residence where breakfast awaited them They were then conveyed to the Town Hall where they were met by the heads of the corporation of West Lynne and Emerson In the building, which was still decorated with flowers from the floral fair, the visitors listened to speeches and Mr Pease president of the group, responded by saying that the hospitality received here had exceeded anything on their trip. After driving around town through West Lynne to Pembina and across the ferry to St. Vincent, the party boarded their train and were away

In those days people attended strawberry festivals, peach festivals, town socials, church dinners tea meetings parlor socials, and maple sugar festivals. Trips were taken in wagons to the homes of some hospitable families such as the Coles at Prairie Bell Farm where evenings spent in dancing and singing were enjoyed.

There was a local Scout Co in Emerson in its early years The Scout Co under Captain W H Nash and Lieutenants C Killer and H Tennant, composed the guard of honor when in 1877 the Governor General of Canada visited the west and travelled down the Red River to Emerson. In the "International" of 1878 there are notices regarding church parades, sword drill, etc pertaining to the company which consisted of the three named officers and thirty six rank and file The following is a description of a sham fight as reported by a special correspondent

"The forces proceeded to the west side of the river, the right half of the company under Lt Killer was detached one mile north the left half under Capt. Nash formed an advance guard and proceeded to the prairie, where skirmishing took place When the cease fire sounded the company reformed and marched to the residence of Mr John Hooper, where refreshments were served" Young ladies of Emerson had been invited by Mrs Hooper to witness the fight and that night there was dancing on the croquet grounds

When the second Riel rebellion broke out in 1885 Emerson organized a "Home Guard" Capt Nash who was going to the front, appointed Mr C A. Whitman captain and authorized him to use the equipment of the old Scout Co which he had stored in his residence north of town in the care of Mr John Angus Mr Whitman, the most enthusiastic member of the company, tells this story—

There were about forty five men in the Home Guard One officer and two men patrolled the streets at night and were to alarm the populace by ringing the town bell. Everyone was scared out of their wits on the only night that it did ring for a fire alarm. Mr Whitman was on patrol more often than most as he was an enthusiastic member of the guard and could earn a dollar by replacing someone who wanted the night off. One night he went to their barn in the south end of town to put down some hay for the cattle. He was wearing side arms but left his rifle at the door. Upon entering the loft, he discovered the place full of men and was as he related, "The first one down the ladder". They turned out to be a roving band of men looking for a place to sleep. Another night, an officer and man had gone to the C.P.R. to meet an incoming freight train and to watch for trouble makers. Mr. Whitman, stationed down town, heard two shots and was uncertain whether to sound the alarm. Presently the others hurried down town to let him know that it had been torpedoes on the track. Mr. Whitman preserves the muster roll of this company as a valuable relic of his youth in Emerson.

West Lynne School, 1880 - 1939

At a public meeting in 1880, the householders of West Lynne appointed a school board of Messrs. M. Thompson, John Duney and Thos. Scott, and arranged for another meeting of citizens one week later to raise $1,000 towards the construction of a school. This was built on the well known site and opened in October with H. P. Hill in charge. In July the press tells of Mr. Hill's departure and his being presented with a Bible and an inkstand as a parting gift. Mr. Ambrose Stock, a member of the first Wolseley Red River Expedition of 1870, was appointed in his place. He was a good singer & musician and soon organized a singing class among the young people. Mrs. Jack McRae, then Eliza Johnstone, said she and her girl friends went to the singing school not because they were such good singers but because of the social possibilities. Mrs. Dave Turner (Maggie Selveson) attended the singing classes and sang in the Anglican church choir during the next fifty years.

There were 58 on the roll when Mr. Stock started teaching. In the fall of '82, school did not open because of an outbreak of diptheria. The second year school trustees were elected by acclamation, namely Messrs. A. Shaver, J.N. Guthrie, J.A. Hoffman, Dr. Gardiner, J. Frith, R.E. Fisher, Enoch Winkler, J. Edwards and W.F. Crosbie. When Emerson and West Lynne were united in 1889 senior pupils attended in Emerson.

The box elders along the front of the school site were planted by Mr. Archie Healey in 1895. The boys who assisted him on that Arbor Day long ago remember Mr. Healey kindly.

In 1891 Mrs. S.R. Root taught at the West Lynne school—her first school. Like most of the West Lynne teachers she gravitated to the Emerson school staff.

The R. Johnstone and Pocock families were always friends of the West Lynne teachers and were disappointed when, in 1939 the school was closed for economy's sake. The last landmark of past greatness has been swept away.

Early History of Emerson Schools

At a public meeting Sept 1 1875 the townsfolk decided that they must have a school and appointed three trustees, Wm Wallace Geo. Parker and W.P Leslie to make immediate arrangements. The board energetically went to work and appointed Mr Grant assessor to valuate property and a rate of one cent on the dollar was set. These were the days of $200 homes and tents. Robt. West was instructed to build a school house on Park St. near 1st Ave. It was a one room frame building and on Nov 19, 1875 the sec.-treas. Mr Parker, was authorized to pay him $275. The school was equipped and opened in January 1876 with Miss Anderson in charge at a salary of $30 per month for six months. Mrs. Annie Edwards was engaged for the second half of that year. In September an 8 x 10ft. storm porch was added at a cost of $15. Expenses for the first year were $417.34. Geo Baldwin was the next teacher and this school served the purpose until 1879.

At the annual meeting in January, the subject of a new building was discussed. From the secretary's report, things seemed to have gone along somehow without a regular caretaker, but with spasmodic scrubbings and yard rakings, usually after someone had complained about conditions there. In January 1879 Rev Cyprian Pinkham, Prov Superintendent of Protestant Schools, made an inspection. Mr Baldwin teacher for three years, started a newspaper, "The Western Journal". The press records, "P.C McIntyre opened school on Monday" inside of a week. Mr McIntyre left for Winnipeg where he later became postmaster. Mr Menary was hired, staying for three years to take a prominent part in all good works and in the advancement of cultural life in Emerson. Students in those days studied arithmetic, algebra, grammar, dictation, geography, history and reading. The parents were urged to visit the school to encourage the teacher and scholars. After the incorporation of the town there were three trustees appointed in each ward namely Messrs Burnham Whitman, and Lane (North Ward) Chalmers, Armstrong, and Guthrie (South Ward) and Bradley Fairbanks and McKechnie (West Ward). This board immediately engaged a caretaker, had the school repaired and cleaned, and asked the Dept. for regular inspection. They also appointed a committee to select a new school site and secured plans for a $3000 building, and 8 lots in block E valued at $390. Overcrowded conditions had become such that there were 75 pupils on the roll and others anxious to enroll. For a time some classes attended in the forenoon and some in the afternoon. In the spring of 1880 the Library Hall was rented and Mrs Edwards an assistant was hired at $25 per month. Mr Kerfoot was janitor. Mr Menary stated at the next meeting of the board that two teachers in one large room caused considerable confusion which did not tend to help the advancement of pupils. A temporary partition was built which helped somewhat. At this time, the board appointed one trustee at each regular meeting to visit the school and from reports and discussions one would judge that this was more for the purpose of reporting on cleanliness order, and overcrowding than from anxiety regarding educational progress The school board met in the school rooms

Thin partitions or overcrowded conditions did not seem to hinder the progress of those with a mind to work. In 1879 Isabella Ross (later Mrs Al Turner) won an Isbister scholarship and in 1890 Louisa Baskerville (Mrs Ginn) won second place in the same competition. School reports were published each month in the "International" & in March 1880 the four leading scholars in each class were Fifth form : Emily Hooper Louisa Baskerville, Mary Laidlaw and Bertha Guthrie Fourth form Jennie Smith J Halliday Sara Beckstead & Bella Carney Third form Sr A Carmichal, Ida Wallace, Morton Lane and Wm Chalmers Third form Jr Minnie Stevens Thomas Reid Nellie Laidlaw and Florence Armstrong

At the time of Emerson's Fiftieth Anniversary Celebration pupils of that first school rode on a float—Mrs F S Ball Mrs Al Turner Mr Joe McRae Mr Dave Turner and Mr Frank Shields Mrs Casselman (Bertha Guthrie) used to tell how Mr Menary cultivated a very long finger nail on the right little finger which he used as a pointer much to the amusement of the boys and disgust of the girls She told stories of another pupil Ramsford Bucknam who had come with his grandparents from Nova Scotia. His mind was full of the sea and ships and he was continually drawing pictures of boats of every description. The young man later made a name for himself He designed an oil tanker while working on the Great Lakes and exhibited a model of it at the Chicago Worlds Fair in 1893 So great was his progress that eventually he became Naval Advisor to the Sultan of Turkey in 1904 The youngest Clark brother Jack was noted for the poetry he wrote about everyone and everything that happened at school in these first school days

From 1888 the board continued viewing plans for a new school and in May discussed with Mr John Molloy the wisdom of driving piles for the foundation. They sent plans for the brick veneer building to Winnipeg for approval as required by law Noble and Fullis of Emerson were given the contract and the building was completed by fall. Debentures of $100 with half yearly coupons for 21 years were issued by the board and advertised in newspapers all over eastern Canada as well as in Emerson and Winnipeg Later the time was extended one month and the interest increased from 7% to 8% because tenders did not come in Finally one offer from St. Paul, Minn. was accepted

That fall only the lower part had been completed The brick walls and roof above had been built and the ceilings of the rooms below were made as warm as possible

The new school, when opened in 1891 seemed well equipped and registers had been provided for each room Attendance was 163 and a third teacher was engaged Under D H McCalman the school was raised to the status of an Intermediate school J A Badgley taught the intermediate room and Miss Gunn the primary room

By 1884 financing became difficult because of the decline in business in Emerson after the "boom" The teachers hung on trying to keep the school open even though they were paid partly in cash and partly in paper orders which were heavily discounted at the stores In June 1885 the school board was forced to tell the staff that school would not open in the fall Until May 1886 there were no regular classes, although Mr McCalman was granted the use of one room to carry on private classes There had been private schools operating in Emerson and West Lynne since 1879 Mr W W Unsworth had a school for boys in West Lynne of which Mr Jack Molloy was a pupil Mrs. Ross conducted a school for girls, of which Mrs Finlay Smith (Minnie Johnston) was a pupil In Emerson Mrs Meir and Mrs. Austin taught music and other lady-like accomplishments

After closing the school, the board continued to meet regularly and made great efforts to keep paying part of the contractor's debt &

LIVES TO 103 YEARS

The wife of the last medicine man on the Roseau Indian Reserve lived to the ripe old age of 103 years.

EDITOR OF "THE ECHO"

Tom Bradshaw editor and publisher of the Dominion City Echo just prior to the first war After the war he did not return.

Other editors were Jackson, Huff, Fred Bradshaw, Lloyd Maynes, Drew and Waters interest on debentures, until by 1888 there was some improvement. School re-opened in May with D.H. McCalman and Miss Gray teaching in Emerson and J.A. Badgley in West Lynne. The financial struggle continued and the Department of Education refused to recognize it as an intermediate school, resulting in an even smaller grant.

Mr McCalman was made a school inspector in 1888, and during the years 1889 and 91 he conducted a third class normal school in the fourth room in the winter months. Mrs S.R. Root (Eva Morrison) and Miss Jennie Goodhew took their first teacher training in 1890. In 1898, a fourth teacher was hired. Meantime Miss Eva Morrison had been the primary teacher from 1894 – 1897. The middle aged people of today who went to school in Emerson remember Miss Morrison as their first teacher and Miss M. E. Sitlington in grades 4, 5, and 6. At the time of the 50th anniversary about fifty young people rode in a hayrack dressed as school children accompanied by their former teacher Miss Sitlington, then Mrs Thos. Jackson.

In 1898 the second school burned down and in 1906 the eastern half of the present school was erected at a cost of $10,000. During the construction period, classes were held in the town hall and Masonic hall. Ten years later, overcrowding necessitated the moving of the primary room to the Anglican Parish Hall. Mrs J.G. Mackenzie was the teacher. The second half of the school was built in 1919 at a cost of $32,000. In 1920 the status was raised from intermediate to high school and ten years later a collegiate department was formed.

In 1958 there were eight teachers and vans bring students in from rural areas, as a shortage of teachers has developed throughout the province.

Concerning Women of Emerson

New Year's afternoon hostesses of 1882 as announced in the International were Mrs. W.N. Fairbanks and Mrs. Styles. Mrs. H. J. Suffel and Mrs. Wiley. Mrs. C.S. Douglas and Mrs. B.B. Johnstone (Pembina). Mrs. Burnham and Miss Suffel, Mrs. Bradley and Miss Loston. Mrs. L.T. Owens and Miss Owens, Mrs. T.V. Bradley and Mrs. Smith. Mrs. Tom Carney and Mrs. James Carney and Miss Belle Carney. Mrs. D. Creighton and Mrs. and Miss Creighton. Mrs. Wm. Atkins (First St.) Mrs. George Walton (Park St.) and Mrs. Delaney (Dominion St.)

These New Year's Day receptions were important functions in those early years. Blinds were drawn and rooms lighted, in some cases with candles. Liveried page boys admitted callers at some homes. Gentlemen made up parties and hired conveyances for the day. Trips were sometimes made to Pembina as in those days the two towns fraternized socially. One gentleman years later confessed to having drawn up his itinerary for his party so that they might alternate between homes where coffee was served and those offering stronger beverages. On one very mild New Year's Day a group of bachelors, wearing straw hats, rode about in a hay rack.

Before 1900 those original families, whose names are mentioned had all left Emerson. Other families had gradually become established to form the backbone of the business, social and cultural life. A second generation was growing up and beginning to change the social picture of Emerson. A few families were now sending their daughters to eastern Canada to study music, elocution and other accomplishments. The Badgley daughters, Zella and Nita, graduated in 1904 from Albert College, where their father had taken his degree in Arts many years before. They and two associates organized a concert party and toured Manitoba in 1905. The elder sister, Zella, taught school and then married to make her home in Penticton, B.C. She took an active part in community life and was president of the local Women's Institute, then of the B.C. provincial organization. In 1935 she was elected president of the Federated Women's Institutes of Canada.

Margaret Young might be called Emerson's first career woman. She started teaching school and while in Emerson taught in one of the junior rooms and conducted drawing classes in the senior rooms. Deafness made it difficult for her to continue in this profession. She went to Minneapolis, where she studied law and continued in that profession.

The daughters of Jacob Young were all expert needlewomen and excelled in embroidery, lace making and other artistic lines. Classes in fancy needlework, knitting, crocheting and embroidery were held in her home by Mrs. T.C. Muirhead.

Mrs. Ellen Delaine contributed greatly to life in the community. She was a practical nurse for forty years after she had been left a widow with three children to raise. Mrs. Delaine had come to Emerson in 1878 when the Red River boats brought in the first settlers. She lived in a sod house on a farm, three miles west of the Hudson Bay post and experienced the tragedy of losing her first husband, Sam Smith, when he perished in a snow storm trying to make his way home from Emerson. A few years later she married Jack Delaine. Her daughter, Alice Lynne, was the first child born in the new town of West Lynne. Mrs. Delaine endeared herself to the people of the whole countryside. It was said of her that she never left a home without baking a batch of cookies and a plain fruit cake to leave the larder well supplied before the convalescence of the mother, usually after childbirth.

Newspaper accounts of weddings of well known Emerson people have been perused but none attracted as much attention as one of 1882, because of the unusual circumstances surrounding the event. Miss Mary Sinker was about to become the bride of James Dowswell of Emerson. Miss Sinker's parents lived in Minnesota and on the appointed day Mr. Dowswell arrived with a marriage license obtained in Emerson and a clergyman from Emerson to perform the ceremony. The clergyman began to doubt the regularity of the marriage if performed in Minnesota, so all climbed into a democrat and drove north till they reached the boundary road. The marriage then took place in Canada. Mrs Dowswell operated a boarding and rooming house in Emerson for many years and entered on special occasions.

There were no women's organizations in Emerson, other than those connected with the church until 1910, when a few public spirited women banded together to form a Home Economics Society afterwards known as the Women's Institute. Among its charter members were daughters of pioneer people including Mrs. Frank Bell first president. Mrs J. McRae who made a success of the war aid effort in 1914-18. Mrs S.R. Root a leader in church and community life. Miss Ethel Whitman, first secretary. Mrs. M Wallace, one of the progressive young married women, and Mrs Casselman, who was a leader in the musical life in Emerson throughout her lifetime.

Mrs. E Vance who lived in West Lynne until about 1896, was a talented artist and many a young lady of Emerson painted a picture under her tuition.

Mrs S.A Cameron also a talented artist, came to live in Emerson about the time Mrs Vance left and strange to tell, moved into her house and before long was giving painting lessons to young women of another generation.

When the founders of the town came in 1874 to take possession of the site they had chosen, they found one family living on the south west corner near the river and across from the Hudson's Bay post. This family was Mr and Mrs William Faille (Foy) and two young children. Mr Faille was employed by the Hudson Bay Co. and went to and fro by boat. Mrs Foy as she was called was remembered, not only as the first woman residing in Emerson, but also as a highly respected member of the community.

Mrs. Wallace (Mabel Forrester) related that her first public duties as a member of an organization were to circulate a petition asking for the franchise for women of Manitoba and to interview the members of the Alexandria Block Syndicate, requesting that a fence be built on Main St. to screen the unsightly ruins after the fire. She related that these gentlemen rather resented interference of women in their affairs, but later when E. Casselman assumed control of the property, the fence was built.

Mrs Bell was the daughter of the Hoopers, who were one of the early-comers to Emerson. She recalled that Bertha Guthrie was the first girl to ask her to play with her. The Guthries and Hoopers came in 1878 and Bertha (afterwards Mrs Casselman) and she continued to be life-long friends. Mrs Bell was renowned in Emerson as a hostess and home maker. She was always in demand at public social functions to arrange entertainment. She was a leader in Anglican Church life and loved amateur theatricals in which she both directed and starred. On one occasion in the old town hall, she was in a play called the "Arla Belle". Mayor Robert Hamilton, the chairman, was given a copy of the evening's program and announced the name of the play as the "Arla Belly". The audience rocked with laughter until Jim Van Whort stood up amidst the crowd and cried out, "It's alright Bobbie an Irishman can have a second chance" It was some time before the old red curtains could be pulled aside and the play begun

It was Mrs. Bell who inspired the Women's Institute to prepare a history of Emerson and the work was begun in 1925 The name of Mrs. Frank Bell has been inscribed in the "Book of Remembrance", the Manitoba Women's Institute's record of notable women.

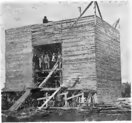
Some Trials and Troubles of the Early Days

In 1876 when there was no market for wheat at Emerson Mr William Clark used to haul his grain to the mill at St. Norbert and returned with flour The trip, made with oxen over rough terrain took a week

There were difficulties in securing titles for land Many people had squatted along the river on land, which belonged to the Hudson Bay Co Some farmers had paid the higher price per acre the company charged but not all were willing to give $12 per acre when their neighbors on government lands paid $9.60 The Clark brothers, Hiram and William resisted. They had chosen four lots just north of Capt Nash's place Two of the lots turned out to be part of a reserved tract owned by the H.B.Co. That winter the Clarks cut timber near Grand Forks and on their return in the spring were told by the sheriff that he would visit their place the next day with a writ to put them off this land The sheriff who was in sympathy with the settlers, had delayed presenting the order until the brothers had returned as previously only the father had been at home. Needless to say, the Clarks were prepared and the sheriff was unable to carry out his orders. The Hudson Bay Co then sent out special officers, but the Clarks were forewarned and met the men on the edge of their property The Clarks were powerfully built men, having been raised in the logging regions of the Ottawa river and succeeded in intimidating the officers So many complaints reached Ottawa from sources along the river that they finally sent Mr Lang of the Dept of the Interior to Emerson From the Hooper brothers he bought a boat 10 ft x 18 ft with a provision for a cook house, office etc on board. In the ensuing five weeks he floated down stream stopping off at each settlers place to examine their claims. Satisfactory settlements were reached and the H.B.Co. agreed to accept land in exchange in other sections of the country

Prairie fires were common and menaced farm homes and stacks of hay As late as 1882, homes on the outskirts of town were threatened. In 1879 the H.B. post in West Lynne had a narrow escape Prairie grass was tall and thick and stretched for miles in open country Mrs George Allen tells a story of prairie grass. Her parents lived north of town on the east side, some little distance from the C.P.R. railroad. Occasionally she would visit the Carney girls in Emerson After a walk down the railroad tracks, she would be obliged to walk through the long grass, which higher than her head She would be accompanied by her mother who unwound a ball of wool as they went to mark the trail The next day the mother watched for her daughter's approach and repeated the performance

Returns from cultivated land were more than satisfactory with any individual yields bordering on the incredible Mr Campbell harvested 553 bushels of wheat off ten acres as well as 100 bushels of oats to the acre and 80 bushels of potatoes per acre A V Beckstead grew beets that weighed 30 pounds each cabbages - 40 pounds and onions - 1½ pounds Mr Goodhew sold cauliflower the size of a peck and Dr Hedford grew 1000 bushels of turnips on one acre That year there were no grasshoppers.



WADDELL GRIST MILL

A picture of the second Waddell grist mill under construction replacing the first one that burned It served the district until it burned down in 87 - 88 and was never rebuilt. Dominion City also boasted a brick yard in the 80's and this yard supplied the bricks for the Winnipeg City Hall Dominion City houses were not built of brick because the soil was not suited to the heavy buildings.

Civic Affairs

At the first civic elections conducted in January of 1880 Thomas Carney was elected mayor by acclamation There were four nominations from each ward for councillor Those elected were John Smith and Enoch Winkler from the south ward, Casper Killer and George Newcombe from the north ward, and Johnstone E Cooper and J Carmichael from the west ward The mayor councillors and other prominent citizens addressed a public meeting in the evening Two hundred and eighty - five persons had voted and there were five hundred and thirty - nine votes polled

Thomas Carney

At the first council meeting held in the office of the Emerson and Turtle Mountain Railway Co. G. F. Baldwin was appointed Sec Treas. pro tem There were nine applications for the position and Mr Baldwin was elected.

Councillor Cooper submitted a design for a seal, which was ordered

There were four applications for chief of police one for city engineer and one for city scavenger, These were tabled until the next meeting

Councillor Newcombe - That all motions be submitted in writing It was resolved that all by laws submitted be read three times and a week's notice given of motion and in writing

Councillor Cooper - It was resolved that council take steps re the printing of notices for application for a charter to build a bridge across the Red River within incorporated limits.

F E Burnham was appointed town solicitor at $200 per annum Finance committee was instructed to borrow $700 to meet current expenses Finance committee was instructed to communicate with the Minister of Public Works regarding a free ferry

At a second meeting in Feb Councillor Newcombe moved that there be a committee appointed to prepare a program for procedure of meetings

More applications for policemen were examined.

License and police committee - That a constable be appointed for each ward without fixed salary merely fees as incurred

That hotel licenses be $150 and shops likewise

Board of works submitted correspondence on subject of bridge A petition was drawn by the solicitor to the Ottawa government, praying for a charter to build a bridge across the river and stating the necessity

Archie McKay

William Fairbanks

Finance committee reported that Councillor Killer was in Winnipeg to arrange for borrowing money from the Merchants Bank A bill for election expenses of $48 95 and $8 88 for the bridge charter notice sent to the Canada Gazette were handed in

A committee of rules was appointed

Fire water and light committee reported a recommendation to buy a fire engine also that a by law be passed ordering that brick instead of stovepipe chimneys be erected

In May 1880 F Lane was appointed city assessor Sidewalks were built on Main St. The firm from whom the fire engine was purchased, having no instructions from the city fathers, christened it O P Jackson A plaque was attached to it bearing the name Annoyed citizens, through the columns of the weekly paper protested, maintaining that the engine should have been named after a pioneer citizen It seems O P Jackson was the agent for the company A fire brigade had been organized in the meantime with J N Noble as chief Orton Batchelor and D McColl as first and second assistants, and G F Baldwin as sec treas.

In Sept 1880 the town passed a by law issuing debentures to borrow $43 000 for a free traffic bridge By October an official opening marked its completion. The flood of 1882 carried away the first bridge but the following year it was re built two feet higher During the high water of 1883 the river swept the structure away for the last time as the iron bridge at the foot of Morris St was then in use Old timers tell of Wm. Ferris spurring his horse to get over the wooden bridge just as the structure gave way

By 1881 the assessment roll was $748 260 and later the town limits were extended to increase the assessment to $1 560 008 Liabilities of the town consisted of the debentures of $43 000, maturing in 1900 A grant towards the reconstruction of the former wooden bridge, amounting to $30 000 and $5 000 had been given by the Dominion and provincial governments.

August 1882 The Emerson fire brigade, named the Boughton Hose Co., has nobby uniforms regular firemen's hat of best make with shield of leather and brass figure of a fireman uniform of white woolen material and black pants and $7 00 shirts made in Chicago with B.H embroidered in two shades of blue on the front. A smart belt completed the outfit which the brigade undertook to pay for

Dr D.H. McFadden

October 1882 – The town council voted to buy uniforms for three policemen at $40 00 a suit and $30 00 for each overcoat.

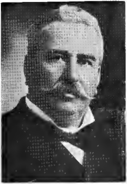
December 1882 - A violent disagreement between Councillors Forsythe and McInnes delayed business at the last meeting Chief of Police Sturdy retired and returned with two large butcher knives placing one at the right hand of each of the offending councillors Mr McInnes finally withdrew

Following a three year term Mayor Carney was succeeded by Mr Wm. Hill Nash Emerson's first lawyer owner of considerable property, Registrar of Deeds and head of the local company of militia He held office for three years until 1885 when he was called to the front, when the Riel Rebellion broke out in the west During Capt. Nash's regime dissatisfaction arose among the citizens because of party politics influence in town affairs and management Tommy Cole who was town clerk and a popular young man in some circles was suspected of misusing public funds In Mr Nash's absence Mr Beemer (called the "Boomer" as he was an auctioneer) was acting mayor He dismissed Mr Cole and put Mr Fairbanks in the town office. A group of conservatives mobbed the town office and threw the books in the street in protest. It soon became evident that Mr Beemer had been justified in his actions and Mr Cole hurriedly left town

As a result, the liberals elected Mr A G Irwin in 1886 Mr Irwin a broker, along with his brother Charles were associated in the firm of Hepburn and Irwin private bankers. They were fine singers and were prominent in local music circles

In 1887 Mr Archie McKay a young lawyer became mayor of Emerson In his office Mr David Forrester studied law Mr McKay later moved to Superior Wisconsin and advanced to the position of County

Court Judge



Charles S. Douglas

In 1885 Mr C S Douglas, editor of the "International" served one term as mayor He then left for Vancouver to publish a newspaper in that city and was finally elected mayor

John W McDonald

Dr D H McFadden, who had come to Emerson in 1880 was mayor from 1888 to 1893 His professional card appeared in the International of Oct 11 1880, along with the editor's comments that "Dr McFadden V S is enterprising He is working up a good practice and evidently understands this business".

During Dr McFadden's term a delegation was sent to the Norquay government, asking that legislation be passed authorizing the issuing of $105 000 at 3% payable in twenty years The government was to guarantee the interest but not the principal Emerson was to assume $82 000 and West Lynne the balance of the liability Conditions in the two towns grew steadily worse, forcing the government to pay the interest for several years. Finally the town was placed under receivership

Dr McFadden was elected the member of the provincial legislature for this district in 1892 and continued to work towards helping Emerson out of her financial difficulties during his twenty - three year term as member and when he was Minister of Public Works in Hugh John Mc

Robert Hamilton

David Wright

Donald's cabinet From 1910 to 1917 he held the portfolio of Provincial Secretary in the Roblin government and through his influence a compromise was arranged whereby the holders of the debentures of the outstanding debt accepted $35 000 in cash, which the government agreed to pay on condition that Emerson and West Lynne unite Thus the Manitoba government became the sole creditor of the Town of Emerson $1 669.66 was to be paid to the government annually the interest at 4% being first deducted and the balance applied to the principal

Charles Whitman

When the Manitoba government placed the business of the town into the hands of a "receiver" Mr David Wright was appointed and he acted from 1895 to 1901 People felt that too much power had been given to one man and accordingly W W Unsworth was appointed with an advisory committee of three namely Jerry Sullivan Chas Whitman and Geo Johnstone

By 1904 Emerson was again in the position to manage her own affairs Much land had been abandoned by former owners and was sold for farming purposes thus improving the town's financial standing

George W Johnstone

John W McDonald was the popular choice for mayor in 1904, the beginning of the reconstruction period in Emerson's history He had come from Ontario to carry on the business of selling horses and farm machinery which had been begun by his father Archibald McDonald in 1879 After twenty two years of residence in Emerson, Mr McDonald and his family moved to Portage La Prairie where he passed away at the age of ninety - four Members of the council of 1904 were David Wright, Chas Whitman, Geo Johnstone Robert Irvine J A Badgley and Wm Robinson

Mr Robert Hamilton, mayor in 1905 – 1907 and again in 1909 and 1910 was a pioneer townsman and substantial citizen Primarily engaged in brick and plaster construction

William Watson

work, he later operated an up to date hardware store and tinsmithing business. Affairs of the town, school and church were of vital interest to Mr. Hamilton and he enjoyed the competition of an election. His whole family was characterized by a keen sense of humour. The morning after his first election his daughter Margaret, on serving him his breakfast remarked: "Good morning Mayor, here's your oats." Mr. Hamilton was chairman of the school board for several years and took a special interest in the welfare of the teachers, whom he invited to dinner each year on his birthday. In 1911 Mr. Hamilton's full life ended tragically. While serving on the immigration staff he was walking to the junction on a wild, stormy night and run over by a train.

Ezra Castelman

Mr David Wright, town receiver from 1893 to 1901 and mayor in 1908 came to Emerson in 1879 and worked on the construction of the railway linking Emerson to Winnipeg After establishing himself in Emerson and bringing his family from Ontario he engaged in the cement block making business in 1904 and built several homes in Emerson After the death in 1915 of the registrar Mr John Angus who had served since 1885, Mr Wright was appointed After the town hall was destroyed by fire in 1917 Mr Wright carried on his work in the vault of the former office, while the new hall was being built When winter set in the place was heated by a portable coal oil stove but there was no means of ventilation On Christmas eve Mr Wright did not come home for supper A search was made and he was found where he had fallen from the high stool on which he sat to work The cause of death was thought to have been the result of the gradual depletion of oxygen in the air by the coal oil stove and large lamp. Herbert H. Wright, son of David Wright, represented Emerson constituency in the Manitoba legislature from 1935-40 as an Independent.

Mr Chas Whitman, mayor in 1911 came from Nova Scotia to Emerson at the heighth of its prosperity in 1882. In 1885 at the time of the second Riel Rebellion Mr Whitman was given command of the local militia when Capt. Nash went to the front Mr. Whitman engaged in the wood and coal business when hard coal was sold for as low as $10.00 per ton. He also drove the mail to Gretna, daily except Sunday for several years In 1911 he bought the hardware business of the late Robert Hamilton and exchanged premises with his son C.A. Whitman who operated a grocery and dry goods store. Mr Whitman was chairman of the school board for many years and saw the old brick school house burn down and a new one built during his term of office Councillors for 1911 were Robert Irvine David Wright William Watson G.W Johnstone John Peterson and L. H Ashby.

Mr G.W Johnstone was mayor of Emerson in 1912 and 1913. He was a resident of West Lynne and the youngest son of Robert Johnstone Sr. a pioneer citizen Mr Johnstone was the travelling representative for an implement company and later moved to Winnipeg

Wm. Watson was elected mayor in 1914 He had come from Ontario in 1893 and had engaged in the livery and feed stable business until the advent of the horseless carriage In 1915 he was appointed post master to succeed the late D.H. McLean and served until his death in 1940 He was succeeded by his daughter Hazel who retired in 1942 to join the Women's Army Corps

Mr Ezra Casselman a druggist became mayor of Emerson in 1915 and served for twelve consecutive years He came from eastern Canada in 1882 after having graduated from the first class of the Ontario School of Pharmacy By 1894 he owned his own business, in which he continued until 1941 An era of progress began in 1915. Councillors were Wm Robinson R.A. Johnstone John Templeton, Richard Davis, M. Schnier and Harold Whitman In 1917 the new town hall was built at a cost of $40,000 With assistance from the provincial government, the sum was paid in three years Mayor Casselman circulated a subscription list among the citizens and the proceeds bought the piano for the auditorium, which is still in use

James B Andrews

In 1920, the soldiers' monument was placed on the town hall grounds, where a fine lawn and flower beds gave the corner an air of well being The committee responsible for the erection of the memorial was composed of Chairman E Casselman Sec Norman McDougal, Treas R G Masterton James McLean, T J Connell, Dr Elliott & Wm Lindsay The money was raised by popular subscription Ralph Connor, popular contemporary author gave the address at the unveiling ceremony In 1922, the town built its own electric power distribution system in conjunction with Pembina N D who were building a power station to generate enough electricity for both centres. The public utility not only helped to improve living conditions but also proved to be a fine source of revenue Councillors at the time were W R Forrester John Templeton, H G Whitman Robert Sanders, S R Root and R A. Johnstone. Since 1922 smaller units like the Pembina Light and Power Co have been absorbed by larger and more reliable sources of power in Minnesota, until at present electrical power is supplied by the Otter Tail Power Co of Fergus Falls, Minn Several years prior to 1922, George Pocock dreamed of supplying the town with electrical power by harnessing the waters of the Roseau River rapids Experts were consulted but the plan was proven not feasible Mr Pocock, a miller by trade had come from England in 1880 and had bought the H.B. Co mill in West Lynne. Emerson had a telephone system then the Bell Telephone Co., in 1903 The central was located in Casselman's Drug Store where Minnie Williams was the first day operator and Reg Wood the first night man To begin with, there were about forty five subscribers and three party lines. The Manitoba government purchased the Bell system in Manitoba in 1908 and in 1928 the present telephone ex change in Emerson was built In 1914, there were 104 local telephones and 113 rural subscribers By 1952, these numbers had increased to 197 local and 125 rural subscribers. In the summer of 1925 a three day program was staged by the townsfolk in commemoration of Emerson's 50th anniversary actually one year previous There was a monster parade of floats, depicting the stages of the town's development, led by the mayor on horseback Sports and pageantry occupied the afternoons at the park and in the evening, the choral society and dramatic club provided entertainment at the town hall. Girl Guides and Brownies performed and all organizations participated. Pictures taken in the days of celebration hang in the Women's room of the town hall

Walter R. Forrester

In 1918 Mr L H Ashby replaced W W Unsworth as secretary treasurer of the town Mr Unsworth had been sec - treas since 1901 when he was receiver for four years He had originally come to West Lynne in 1882 to conduct a Catholic School for Boys He was an enthusiastic member of the Emerson Lawn Bowling Club.

Mr L H Ashby secretary treasurer from 1918 to 1951 came to Emerson in 1897 He tried his hand at farm work until 1901 when he became assistant to Mr John Angus at the registry office In 1904, he established his own business but sold to J G. Mackenzie in 1912 and moved to Vancouver Island He returned to Emerson in 1918 when the town was in need of a new secretary treasurer

Mr J B Andrews was elected mayor in 1926 and acted in this capacity until 1945. He had opened a law office in Emerson following the first world war He came at the time the town was canvassing for support of the building of the electrical system and he soon became a popular leader among the war veterans and in demand as an after dinner speaker on many occasions During Mr Andrew's tenure of office the municipal rink was built in 1928 replacing the former one on the same site This was Emerson's fourth rink The first was situated on Park St. and was torn down in 1881 to make room for two brick houses to be built there and which are still tenanted to this day The second rink was on Main St. near the present federal building At times people skated and curled on the river

The town debt, dating back to 1882 was finally paid in 1934 The final payment was $60 000 and Emerson was "Out of the red" for the first time in its history thanks to the earnings of the light and power department Streets were improved more cement sidewalks built to replace the wooden ones and sewers laid to drain the main business section of the town. Councillors during these nineteen years included Hamilton Stewart, Robert Johnstone, Robert Sanders, J G Mackenzie, F Loftquist, W D Beales, F J McConaghey, W R Forrester, E Doran, Geo Turner, J A Wilson, J Munro, A Zgorelski, W J McFadden, T A Spear, C C Warner, W D Harper, W S Wightman, G J Long, H A Root, N McDougall, O Malmgren, Vic Moore, A H Hartwig, L Careless, J H Spafford, J H Johnstone, S Hughes and J D Gorby

Mr W R Forrester was the first mayor of Emerson born in Emerson. He was the son of David Forrester, L L B, whom he succeeded in business in 1912. He was elected in 1945 and in the five years following the Red River valley experienced two floods. The floods of 1948 and especially 1950 tested the mettle of the mayor and councillors W H Storms, M E Peto, J D Gorby, Leonard Careless, R D Woltman, and Hugh Templeton, S M Irvine, G Breckon and C Patzer were on the council during the 1948 flood

Meantime streets had been gravelled and a new road built on the one mile to connect the town with the new gravelled highway on the east side of the Red River

In the fall of 1949 a new fire hall was built and in 1950 the town cistern was reconstructed. New fire fighting equipment and an ambulance was acquired and an active volunteer fire department, operating an ambulance service in conjunction, was organized under the leadership of Wm. Wightman. The town also purchased new road repair and maintenance machinery for both summer and winter use

In the summer of 1950 Mr Forrester was appointed one of a committee of three called the Red River Valley Board set up by the Man government. The board was to assist people in the work of flood rehabilitation. As a result homes and buildings were renovated throughout the town. A new traffic bridge across the Red River south of the C N R bridge was opened in 1952 following the completion of the new paved highway to Winnipeg on the west side of the "Red". New customs and immigration buildings are being erected on the boundary along the route of the new highway

Pioneer Story

MRS J. BATCHELOR'S STORY (as told by herself)

I came from London, England, in 1873 to Port Perry, Ont, where I met Mr Batchelor who had arrived from Lincolnshire four years before. We were married in 1874 and left for Manitoba along with Mr and Mrs. Louis Duensing. We drove in a wagon to Collingwood and went by boat to Duluth thence by train to Fisher's Landing where we embarked on the Red River stern wheeler the International for Emerson. We stopped at West Lynn at the customs office where Mr Bradley was the customs officer. I remember the train trip well as Mr Duensing wanted me to carry his caged parrot on the train and

I refused. I was young and proud, I suppose, and he scolded me saying bad luck would surely come to me. Besides the parrot, Mr. Duensing brought a horse, hens, sheep, apple trees and some earth to put in a garden.

We arrived in Emerson on June 20, 1874, and were met at the boat by Mr. Carney and Mr. Fairbanks, who persuaded us to stay although we were on our way to Fort Garry. Mr. Batchelor had invested his savings in part of the stock we brought so we had only $4.00 left when we arrived in Emerson.

Messrs. Carney and Fairbanks loaned us tents to live in but Mr. Duensing didn't enjoy tent life and built a shack of willows plastered with mud, in which we all lived for a time. He later built a little house on the lots for which he paid $50.00 a lot. The only other building there at the time was the Hutchinson House and it had a tent roof.

While in the willow hut, a severe electrical storm drove us out of its confines. It was a wonder that someone was not killed, as the horses of the North West Mounted Police at Dufferin broke loose, swam the river and stampeded through the tents of Emerson. It was only by the flashes of lightning that we were able to find our way to the Hutchinson House. Everyone sat up until morning in the one large room. It must have been Saturday night, as there was a minister there that was to conduct a service next day. For years afterwards we talked about the "great stampede."

We stayed in Emerson only a short time, but during that interval quite a number of Canadians and Americans arrived and their tents were scattered in the space now occupied by the business section. Mr. Batchelor went to work for Campbell Bros. on the west side and came for me with a horse and Red River cart. The horse had to swim a small river and I was afraid.

I was "green" about country life and was surprised to see such beautiful grass only to find out that it was a small field of wheat. One day Mr. Campbell said to me, "shade your eyes and look at the sun." I answered, "It looks as if its snowing." Mr. Campbell replied, "No, it's grasshoppers coming and my wheat will be gone before morning." It was. The grasshoppers had eaten the heads of grain and there was very little not destroyed that fall. The grasshoppers laid eggs that hatched in the summer of 1875 and the ground was black with them. They ate everything as they went — if it was a rose bush they started up the stem devouring every leaf. People tried smoking them out with smudges, but it was no use. At this time, the Campbells were living in a log house and I did the cooking in a fireplace and later on an old cookstove outdoors. When I was frying meat grasshoppers would jump in the pan but nevertheless I enjoyed the life as I was young and it was all a novelty. The government sent in supplies of pork and flour and took a mortgage on the land calling it, "Grasshopper Relief." We didn't even have potatoes, in fact nothing at all so we got 25 lbs. of salt pork and a couple of bags of flour. When the Goodhews came later the government tried to force them to pay off the mortgage, but they couldn't do so as the Goodhews didn't yet own the land.

In August Mr. Batchelor went to work for Captain Cameron, who was in charge at Dufferin, where the camp of the boundary survey party was located. At this time, Captain and Mrs. Cameron and servant, together with Capt. and Mrs. Herchmer and their two children and servants lived at Dufferin in the officer's quarters. Well do I remember Mrs. Herchmer singing "After the Ball."

The Camerons soon moved to a farm further north called "Emmadale", for Mrs. Cameron, the daughter of Sir Charles Tupper. We stayed at Camerons until November when Mr. Batchelor got a log cabin on the east side, near where Manchester school stood. Here my first child was born on November 22. By this time, Mr. Batchelor had become disgusted with the new settlement and had asked his uncle for money to travel back east. The money was so long in coming that he changed his mind and decided to stay after all. The log cabin was unsatisfactory, so Mr. Batchelor bought a bell tent from Dufferin and spread buffalo robes on the ground. With a stove, two chairs, table, bed and trunks, we started life in February in our own home and were very comfortable. The tent home was located on the Goodhew place and we were squatters. Later we built what was later the Goodhew kitchen and lived in it for a year until Capt. Cameron moved away and asked us to care for "Emmadale". We sold the few remaining household effects and the machinery for him and realized about 5c on the dollar.

One day, Rev. John Scott came to Bell and Fawcett's hotel north of Emmadale and arranged to have a prayer meeting. Word was sent to us to attend and although we were invited for supper and to stay the night I asked him to come home with us. While at our place he "fell in love" with Emmadale and finally bought the place from Capt. Cameron. We remained at Emmadale until spring and then went back to our "Goodhew kitchen." Following the birth of our second child in March, we sold our "rights" to a Mr. Sharpe for $400, who later sold it to Goodhews.

Mrs. Fawcett was my nearest neighbor and asked me one day to accompany her across the river to visit a sick woman. Mr. Fawcett took us across in a canoe but when we wanted to return the canoe had disappeared. It was taken by two Indians who wouldn't give it up until Mr. Fawcett had promised to give them "Skut Wa Boo." They took us across and got their whiskey.

While we were at Emmadale the Mennonites came to this country. I remember some of them coming to me one day wanting to buy my coat for $1.50.

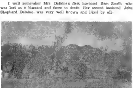
We had several exciting adventures. Once when my first child was six months old we were driving along the old Indian trail and the mosquitoes were so bad that the oxen ran away through the bush and to the first river bank. I can still picture myself holding on to the child, while we rolled over, cart and all.

Another incident occurred when Mr. Batchelor had gone across the river in his canoe to work Ice was forming when he attempted to re-cross and his paddle broke I ran to the Nolans for help and they rescued him with poles

The flour we had to buy came off the flat boats that traded along the river It was poor and sticky and only fit for plastering our cabins. The Hudson Bay post was a few miles away so we were obliged to get oxen Mr Batchelor used to take the oxen to the river to drink and one day one fell and broke a leg A man named McVey happened along and offered to trade the injured animal for a load of poles, to which Mr Batchelor agreed. Mr McVey killed the ox and sold the meat in Emerson

After selling our squatters rights on the Goodhew farm in 1877, we moved farther west on the prairie to homestead We were not troubled by Indians but the stage route passed near us and there were tramps on the way The stage carried passengers and mail from the south to Fort Garry stopping at the Hudson Bay post and at Two Little Points. There were no locks on doors or windows and one day while my husband and I were away at Dufferin some Indians did help themselves to anything they fancied A few days later we saw a young chief wearing Mr Batchelor's red high top boots and his wife with my best dress but we couldn't do anything about it.

I well remember Mrs Delaine's first husband Sam Smith who was lost in a blizzard and froze to death Her second husband John Shephard Delaine was very well known and liked by all.



THE BIGGEST STRAW PILE

One of the earliest threshing outfits operating in the Dominion City district. It was owned by Mr Bert Lang who claims something of a record in threshing. Bert figures that this is just about the biggest straw pile anyone ever saw. One day they threshed better than 5000 bushels with this 40" machine

BIGGEST STURGEON EVER CAUGHT IN INLAND WATERS

Standing in front of the 400 lb fish are: left to right back row: Bill Marckel, Carl Quance, Dave Waddell, Sandy Waddell, Henry Lawson, Bill Campbell. Front: Roy Quance, Hec Miller, Harry Sampson, Bill Barber

Biggest Sturgeon Ever Caught in Inland Waters

In August of 1905 the biggest sturgeon ever caught in inland waters was pulled out of the Roseau River by Alex (Sandy) Waddell and his two sons Dave 20 and Jim 12. It made news right around the world. The Chicago Blade splashed this picture on the front page in two gory colors, even the sedate London Strand carried it on the front page.

Here is the story the way Jim Waddell likes to tell it:

"This doggone fish was causing a lot of trouble along the Roseau. So much in fact, that farmers complained to the municipality and a bounty of fifty dollars was offered by the municipality. The wash of the big sturgeon was swamping boats and washing away troughs and watering places. Finally the river was dammed above the rapids and the fish cornered and shot."

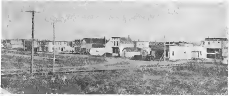
This is what really happened. Alex Waddell and his sons were collecting gristing fees from farmers that day. Towards evening they neared the rapids at the old lower St. Paul crossing on the Roseau River on the east reserve. The elder Waddell suggested that they stop near the rivr to make some tea and have some supper. While Mr. Waddell started a fire young Jim was sent to the river to get some water. He dipped his bucket at water from a quiet, deep pool and on a boyish impulse he took a rock and threw it into the centre of the pool.

Immediately a commotion ensued in the depths of the pool. Young Waddell was alarmed and called his father and brother. The pool was quiet again, but at one end there lay what resembled a dead head. "By golly," said the elder Waddell, "that's a sturgeon!" The slow movement of the fins could be vaguely discerned.

A hurried search revealed an axe left in a tree by some forgetful pioneer and this was taken by the elder Waddell. The boys stripped and waded into the pool at the deep end, banging stones under the water. The sturgeon was actually trapped in the deep pool and the noise made by the boys drove it to the shallow, narrow upper end of the pool. Here Mr. Waddell waited until the panic stricken fish approached. He waited until it was in front of him and then smote it a mighty blow. The largest sturgeon ever caught in inland waters was theirs.

To help load it onto their democrat Dominion City's strongest man Pete McClaren, who stood 6'2" was fetched. When loaded, on the 8 foot democrat the tail still dragged on the ground and on the photo the place where the scales have been rubbed off can be seen.

Everybody in Dominion City ate sturgeon. The photo was taken by George Barraclough.

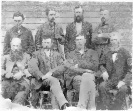


Although the general appearance has not changed much, this picture of Dominion City was taken when men were men, liquor was sold across the counter and remittance men paid for their transgressions with Bains wagons, in the 80's.

Pioneer Stories

KENNETH McRAE'S STORY (as told by Jack McRae the eldest son)

In the year 1874 my father and family left the little town of Stillwater Minnesota, and started on the long trek to the west. Their destination was Portage La Prairie where many of their friends from Bruce County Ontario were situated On May 15, my father and mother and five of us children along with a few household effects and a tent set out by prairie schooner drawn by two yoke of oxen. After being on the road a few days we bought a cow With its milk whatever fish we caught in the streams and the bread mother baked, we managed to have enough food on the journey The bread was baked at a camp fire in a dutch oven which reflected the heat from the open fire During the trip the weather turned wet and unsettled which made travelling difficult. We had to ford streams and many times they were running wild with June rains After difficult crossings a day would have to be spent opening soaked boxes and drying



FIRST COUNCIL OF FRANKLIN

An old photograph showing the first council of the R.M. of Franklin in 1899. Left to right they are: Back row: Mr McBain Harry Preston, Joe Sullivan, James Lang, Reeve Front: Jimmy Duncan, Bill Lindsay Tom Coulter and Joe Bullis out clothes. Many nights mother and father would have to stand holding up the tent poles during wind and rain storms. Between Moorehead and Grand Forks we came to the Elm River and found that it had risen to its highest banks. In the morning, the situation looked hopeless but later in the day other settlers arrived and camped with us. Wagons were chained together and we ferried over the "Elm." Horses and oxen were forced to swim.

There were many times that the oxen strayed and father would have to spend most of the day looking for them. Some of these days we were lucky to make ten miles on the journey. When we finally reached Grand Forks on July 4, 1874, father tried to sell the oxen in order to pay for steamboat tickets to Portage La Prairie. No one wanted the stubborn animals and father went to work at his trade as a blacksmith for the Kittson Navigation Co. His pay was $1.00 a day, but this was augmented by mother's pay for washing clothes for the men at the H.B. Co. post. The only place we were able to find to live in was the upstairs of a saloon and gambling hall. There was no stove upstairs and mother had to cook food outside and carry it upstairs. At this time the Indians were none too friendly and the evenings were spent making bullets for the muskets in case of a raid by the marauding Sioux.

In 1878 father went by boat to Emerson where he purchased property where the McKay block now stands. The following year we packed our belongings in a flat boat and floated down the river to Emerson. As I was the eldest son, I was appointed to drive the cattle overland with the help of a hired man. We started ahead of the family and within a week sighted Pembina. The family's trip by barge took four days and three nights. Upon our arrival, father opened the first blacksmith shop in Emerson.

Scrub and uncultivated land characterized the newly found settlement. The first respectable looking house was built by Mr. Carney on the east side of south Main St. in the vicinity of the present ball park. Mr. Fairbanks had a small home on the site of the Alexandra Block.

Father went into partnership with a man named David Ferguson to make bricks. Mr. Bryce, an early builder, built our home on the farm with these bricks, and we moved in in 1880. The original house is still standing.

GEORGE GORDON ALLEN'S STORY

Nowhere in the Emerson district has there lived a more interesting character with a more picturesque life history than George Allen. The son of an Anglican clergyman of Millbrook, Ont., he took military training at a cavalry school in Toronto controlled by one of the "old line" regiments. While at a target shooting match at Peterborough in the fall of '71 he heard of the urgent call for 200 men to go to Red River to re-inforce the remnant of the Wolseley expeditionary force. He and a friend enlisted at Kingston and portaged and travelled in York boats via Toronto, Collingwood and Port Arthur to the north west angle Lake of the Woods. At the angle they were met by James McKey with his outfit of carts and ponies to take their luggage and guns and lighten their journey to Fort Garry over the Dawson trail. Col Scott afterwards the head of the customs at Winnipeg, received great praise from Wolseley for the record time in which his company No 3 Ontario Rifles reached Red River Mr Allen, 60 years later remembered and recited the words of the song they had sung to hearten them at night while in camp It was composed by Sgt Clarke of the first expedition

Come boys, cheer up we'll have a song in spite of our position
 To cheer us in our labors on this glorious expedition
We'll keep our spirits up my boys, and not look sad nor sober
 Nor grumble at our hardships on the way to Manitoba.
Chorus "Jolly boys — Jolly Boys,
 Hurrah for the boats and the roads, Jolly Boys"

They had their first taste of pemmican at St. Anne Des Chenes the only settlement on the way On reaching St. Boniface they found the river frozen but dangerous to cross The crossing however was made safely in groups of two with each man holding the end of the other's red sash, worn with their overcoats

Mr Allen had the distinction of being chosen one of the fifty who formed the guard of honor for Lieutenant Governor Archibald at the opening of the first legislative assembly in Manitoba.

After their arrival at Fort Garry the company was moved to the Hudson Bay post at North Fort Pembina at the boundary as the Fenian raids were causing considerable alarm Mr Allen is quoted as telling that, "Life there was uneventful and we used to fraternize with the 17th regiment at Fort Pembina, Dakota Once we arranged a ball game and each side had to have a score keeper Who should I see opposite me at the table but Mr O'Donaghue himself, one of Riel's chief lieutenants He looked like a real gentleman, wearing a long skirted coat He was a fine conversationalist and not at all like my idea of a rebel I remember one never to be forgotten sight — a flight of wild pigeons My chum and I stood on the river bank that spring morning and shot enough birds to do forty-five men for food We fired at the pigeons that came in narrow flocks about a half mile long curving with the river until the barrels of our rifles became too hot to fire any longer They were beautiful birds much like our mourning doves, but larger

In the spring of '72, the men left for the east again over the Dawson trail Mr Allen and his chum established a record by reaching the north west angle a distance of 97 miles in 2½ days They took their discharge in Toronto and eventually received medals and script Mr Allen's land was near Stony Mountain but as he wished to buy Red River lots, he sold his script and settled five miles north of the boundary on the east side

Mr Allen was familiar with the activities of the Boundary Survey Party and witnessed the assembling of the R.N.W.M. Police at Dufferin for their trek to the Saskatchewan Rebellion in [illegible]. That spring he met the "International", the day that Messrs Carney and Fairbanks arrived with their party to found the Town of Emerson. That same year he served on the committee to obtain "Grasshopper Relief" for the settlers who had lost their crops Mr Allen bought from the Hudson Bay Co the first old sweep horse-power threshing machine in the district. Buckskin ponies which became dizzy at their work and sheaves bound with willow switches had to be reckoned with Fresh meat was greatly enjoyed by one threshing crew until they found that they had eaten badger meat

Mr Allen told of having a long conversation with Donald A. Smith, as that gentleman waited at the H.B Co's post while a team was found to take him to the end of steel 90 miles south Incidentally, Allan Dullabough was the driver and made the trip that day with his grey team a most unusual accomplishment Mr Allen told that people in those days discussed the possibility and advantages of the Hudson Bay Railroad and held meetings to arouse public opinion on the subject. Mr Allen was the first Reeve of Franklin Municipality in 1883 In 1882 he married Josephine Stewart, the daughter of a pioneer family and in 1881 joined the customs staff in Emerson He served as collector for seven years and retired in 1918

MIGHTY INDIAN HUNTER

This is Big Charlie, hunter among the Roseau Indians of an earlier day Here he is at his campfire as recorded by the camera of George Barraclough.

When They Followed the Trail to the Roseau

The following account of the early history of Dominion City was written by the late Mrs H Sullivan, probably about the year 1925. It is reproduced here exactly as it was written

The early '70's are notable years in the history of Manitoba. Glorious accounts of the fertility of the soil particularly the Red River Valley had been travelling to the eastern provinces The Selkirk settlers had paved the way The dreaded pioneer days with their warlike Indians had passed. Eastern people felt that it was a land teeming with possibilities Some were discouraged with prospects in the East while others saw advantages in getting an early foothold in a new country The biggest drawback was the long tiresome journey which they must take before arriving However, during the early seventies, we find that a number of families, mostly from Ontario braved the hardships of the journey and drifted into the Red River Valley A number of them settled in what is now known as Dominion City

The first settlers came to the district on Red River boats to Emerson crossed the Jo ravine at high water in canoes, and drove the remainder of the way to Roseau Crossings with oxen or ponies hitched to wagons Indian carts, or prairie schooners

The first house was built in 1874 by the Sullivan Bros and is still standing The second house was built the same year by Mr McKercher the first postmaster This house was built on the property now owned by Mrs. T.H Scott The first minister visited the settlement in 1874 He was Mr McDonald a Baptist minister of Winnipeg, who preached at different houses The first Sunday I went to church in this country was by ox team and wagon It is quite different now but no more enjoyable

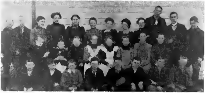
During the next four years, settlers came in fast The Great Northern from St Paul and the C.P.R from Winnipeg began to build a railroad which was finished in November 1878, the last spikes being driven near where the stock yards now are. When the road was opened two trainloads of people attended The railroad officials spoke and cheers rent the air as this was the very first railroad to enter the great North - West. The following year the station was built and was called Penza The same year, 1878, Mr Crawford abandoned the store he had purchased from Mr Gray and built a larger store where Mr Calder now has his garden Mr Neil Leitch built a hotel This property is now owned by W W Maynes The first blacksmith shop was built this year too and is still standing near the residence of Mr Froom In 1879 Mr Sullivan and Mr John Robinson went to Winnipeg to see about having a school district formed. This was accomplished and school was held in the Episcopal Methodist church, 3 miles south of the coulee near Mr Patterson's Two grain warehouses were built that year, one by Mr McKercher and the other by Mr Agnew A fanning mill factory was built by a Mr Anderson Later this building was used by Mrs Delany for a school and council room In 1880 the people decided they must have a name for the village other than Roseau Crossing. They called a meeting and after considerable discussion decided to call it Dominion City During this year the municipality was formed and was called the Municipality of Emerson On May 3 1880 the first council meeting was held with the following officers Warden G G Allen Councillors D Knight A Hepburn, A McLean, R Taylor J Ginn J O'Donnell and John Stewart (clerk) All took the declaration of office before Mark Whitley returning officer Later on that year the Presbyterian and Wesleyan Methodist churches were built. Later the two Methodist churches were united and the Episcopal church was sold to the Anglicans Considerable building was done in 1881 Two grist mills were built one north of the river by Messrs. McKercher and Waddell and one south of town by Mr Spence(Mrs. Balls grandfather) Other buildings erected included a saw mill, general store two brick yards, and two hotels the C.P.R. House on Mrs. Jones property and the Balfour Hotel now owned by Mrs Brad N Bagshaw and J Sullivan built a butcher shop, which they later disposed of to Mr John Knox. It is perhaps interesting to know that one of the brick yards mentioned was opened by a Nova Scotian Co and the bricks were obtained from them which were used in the city hall in Winnipeg In 1883 the municipal hall was built and was opened with a big dance The name of the municipality was changed to Franklin This year N Bagshaw built a machine shop where Anderson Bros' store now stands 1885 saw two elevators erected one by Mr Waddell and the other by George Agnew

These ten preceeding years are the real early days of Dominion City They are the pioneer days They tested the courage and endurance of many Hardships and trouble made common friends of everybody Great friendships developed among some of the early settlers. Since then a great many changes have taken place Old settlers have passed away, buildings have burned and the truck and automobile have taken the place of the oxen and Red River cart. Nevertheless the old settlers do not forget the early days. They linger on in their minds as hard days, but happy ones.

Early History of the "Ridge"

After the land survey of 1874, the government, then considering the building of the transcontinental railway and the settlement of the west offered free homesteads to settlers Venturesome homesteaders were arriving in Emerson, the "Gateway to the West" via the Red River steamers and some of these crossed the unbridged Bradley and Joe coulees to the "Ridge" In 1878, the newly completed Emerson - St Boniface railway line brought another influx of settlers to the region It was at this time that the new comers thought of their new found homes as villas and named the settlement "Ridgeville"

Emerson was the closest post office until the first post office in



An early Dominion City school class taken about 1900. Students are, left to right back row: Harry Barber, Melville Oakley, Dora Farayon, Gertie Coulter (who incidentally was the first child born in Dominion City) Maisie Simpson, Anne Moffat, May Tailor, Eva Howarth, Nina Waddell, Garnet Coulter (now mayor of Winnipeg), Herbee Graham, Charlie Gallenger.

Middle row: Edna Ginn, Eva Collins, Ethel Brad, Lila Lavergn, Anne Acres, Ethel Lavergn, Lillie Parker, Lena Waddell.

Sitting: Emerson Moffat, Ray Empey, Henry Lawson, Heck Miller, Jim Waddell, Hanard Empey, Bert Barber and Fred Esterly.

Additional copies of this book are obtainable from W. E. Carlson, Box 284 Emerson, Man. at $1.00 per copy, postpaid.

the "Ridge" area was opened in November 1878. The office was situated on a farm and the first postmaster was Mr. John Bellake. It was later moved in the rural area and finally was moved to the new village.

When Emerson became linked by rail to the south in 1879, many from Ontario made the trip westward.

Many of the pioneers were forced to leave their homesteads on the bleak prairie, but those who stayed worked diligently to produce meagre crops and raise livestock for sale in Emerson and to the railway construction crews. Many were employed on the railway crews and others labored in Emerson. The first crops were sown by hand, harvested with scythe or cradle and threshed with a flail.

In 1880 a non denominational church was built in the community. According to an agreement, all Protestants were free to worship in the new structure, now the United Church in Ridgeville. In addition

IDEAL RESTAURANT
BOARD AND ROOMS

Joe Young poses in front of his Ideal Restaurant. This is now Bill Turner's barbershop and poolroom at Dominion City.

the church served as a school and a hall for socials lodge meetings and public meetings.

The first railway to the "Ridge" was built in 1879. It stretched from Dominion City to Ridgeville with its main purpose being to transport gravel for ballast for the construction of the Emerson - St Boniface line. Following the gravel hauling, the rails were removed. Ridgeville benefited somewhat however as it enabled men of the district to earn some scarce cash as workmen. Employment on similar projects came to an abrupt end in the 1880's when Emerson's decline began. Meanwhile, homesteaders had become established and in 1887 an elevator was built by W.C. Wright at Emerson, where for the first time grain could be marketed. With the coming of marketing facilities, breaking plows were kept busy and horsepower threshing machines appeared. Twine binders and portable steam threshers soon were seen in the district. Before the turn of the century more land had been brought under cultivation and drains were being constructed across the flats. Thrifty German settlers arrived and slowly became well established in the region. Progressive merchants from Dominion City and Ridgeville peddled merchandise throughout the district accepting farm products in trade.

In 1901 a railway survey was made and in the following year the first wheat was loaded from a siding into the cars. By the end of the year two new elevators were almost completed. With the coming of the railway the village prospered and the first store livery barn and lumber yard were established. The erection of another store, blacksmith shop hotel and implement warehouse followed. An Anglican church several homes station and section house sprang up. In 1909 the Ridgeville school was moved to the new town and by 1911 public contributions and voluntary labor were responsible for the opening of the first skating rink. Public support enabled the Ridgevill hall to be built with a large portion of the cost borne by the L.O.L., whose name it still bears.

In 1914 fire destroyed the International Implement Warehouse a store and the second Ridgeville hotel. The store was rebuilt, the implement business re-established but for many years Ridgeville was without a hotel.

The bumper crop of 1915 was coupled with the departure from the district of many young men who enlisted in the army in the first world war. As an added contribution to the war effort the skating rink was sold in 1916 and a jumble sale held which netted $730.

At the close of hostilities, Model T Fords Gray Dorts and Titan tractors came into use. The district suffered from the prevalent flu epidemic but all were prosperous as in 1919 prices were at their peak. Some farmers hauled grain to the "States" and received an additional 15% premium on their money. It was at this time that the districts first and only banking service was instituted when a sub agency of the Banque De Hochelago was established. The same year the first ½ of a mile of sidewalk was laid.

In 1922, lightning struck the old livery barn and it along with the original blacksmith shop a residence and the International warehouse were destroyed. The residence was replaced and the following year an eighty foot square cement garage and warehouse was built. The same year the erection of a community horse shed was completed.

Although the district suffered in the depression, it did manage to build a skating and curling rink in 1931

Eight years later another world war intervened and various organizations in the district again contributed to the war effort. At the end of the conflict returned men were honored and an engraved plaque was placed in front of the post office in memory of those who had paid the supreme sacrifice

During the past decade Ridgeville has prospered. Modern mechanized farming has come to the fore and the village itself has developed with many businesses being established new homes built elevators erected sidewalks and roads improved, new community curling rink built and rural electrification completed

Historical Sketch of the Marais

During the Riel rebellion Thomas Scott a resolute young Immigrant from Ontario, faced Riel with contemptuous defiance Furious at this Riel who had put in prison all the Canadian settlers who would not bow to his will, had young Scott court martialed for treason against the provincial government and condemned him to death. On March 4th, 1870 he was taken out and shot like a dog It was not an execution it was a murder and a peculiarly brutal one. At news of it a cry of vengeance went up from the east The volunteers sprang to arms Of the thousands offering themselves seven hundred were accepted They, with the five hundred regulars formed the Red River Expeditionary Force under Colonel Garnet Wolseley Being a military force the expedition could not pass through the United States territory It took the toilsome route of the old fur traders up Lake Superior to Port Arthur and through five hundred miles of difficult wilderness Many of Wolseley's volunteers settled in the province to be an element of sturdy loyalty Two of our earliest settlers, William McClelland and Joseph Tennant belonged to these volunteers. Under land laws of the most liberal type immigrants flocked in by the thousands.

The port of entry into Manitoba, being from the south what was more natural than that the first settlers should see in this beautiful Red River Valley with its boundaries of trees and its winding wooded Aux Marais, a most desirable location providing water and fuel and lending a beauty and shelter not found on the open prairie

In the beginning of the summer of 1872, there settled along the banks of this river Mr and Mrs Wm McClelland and their little daughter They came by rail to Moorhead Minn and from there by boat down the Red River Mrs. McClelland, being the first eastern woman landing at the Hudson's Bay trading post was accorded a royal welcome — every man then at the wharf lifting his hat. She has the honor of giving to the Marais its first native British citizen In the same year came Mr and Mrs John Turner and family Mr Joseph Tennant Mr and Mrs Henderson and Mr Alex Copeland In 1873 came Mr and Mrs Hugh Copeland and family Mr and Mrs. Allen Dillabough and family and Mr David Irvine These came to Saint Paul, intending to come down the Red River but arriving in the month of November they found the river frozen. They therefore travelled in a covered wagon, following the Indian trails They camped the first night in the bush near where Mr Geo Dillabough had his home They took up residence with Alex Copeland until they had built their homes. The same year came Mr Charles Empson who afterwards married a daughter of Mr Hugh Copeland He was a musician of no mean order, played several instruments well and was quite familiar with the best composers and their productions. His violin was heard at the many dances held in the community

In 1874 Mr William Houston and his cousin Isaac settled on the section the north half of which he still owns. The beautiful trees on what is now known to most of us as the Smith place were planted by Mr Isaac Houston

The Rev Daniel and Mrs McCaul came in 1875 Eternity alone can tell what this saintly couple did for the community

In the same year Miss Maggie Irvine, her brother and her cousin came by boat to Port Arthur and over the Dawson route — the same five hundred miles over which came the volunteers in 1870. When asked why she chose this way of coming she replied, "It was in answer to a challenge from my brother" we who knew her as Mrs. Wm Houston recognize the same daring, the same unquenchable spirit in the mature woman as in the girl of twenty In 1876 her mother Mrs David Irvine and the remaining members of the family came to join those who had come earlier In 1877 Mr Andrew Irvine came, his wife and little daughter following the next year 1878 found Mr Edward Davis established in the settlement The following year his wife and three small children joined him We all know the Davis home and the beautiful grove planted out on the prairie away from the trees of Aux Marais, where most of the previous settlers had established homes

On what is called Lower Aux Marais, we find in 1877 Mr and Mrs Sedore established on what was previously known as the Joe Tennant farm They, along with Mr and Mrs Shepherd sailed up the lakes to Duluth travelled by rail from there to Moorhead and on to Manitoba in covered wagons Mr and Mrs. Sedore provided a home for many in those early days Messrs Calder and Kinack lived with them while building their own homes Mr and Mrs. Shepherd were always interested in the growth and development of the community and were instrumental in having the church at Letellier erected In 1878 Mr and Mrs Calder made for themselves a home which became for many years a resting place for weary footsore travellers Mrs. Calder was always ready to go to the sick with her kind helpful services and not a few were helped over hard places from her generous hand. Mr and Mrs. Kissack were in no way behind in their kind hospitality to the stranger

Before 1872 Mr Wright father of Mrs McClelland had settled in a home in the same vicinity The house he built is still standing a monument to his faith and courage

Think if you have any imagination, of the courage and the strength of purpose necessary to bring men and women in lumber wagons over unknown trails the love and devotion that impelled the women to follow with their children into experiences of which they knew nothing

After arriving the difficulties had only begun They had to face hardship and privation but they were cast in heroic mould. Homes had to be erected, the trees in the bush furnished material for the walls of their houses, but the lumber for the floors, doors and windows and roofs had to be brought in from the south on flat boats These boats were sold with the lumber as it was useless to take them back up the river (Mr Shepherd's house was made from one of these boats) These boats with their loads of lumber went north to Winnipeg as before 1872, there were no English speaking people in this district except those connected with the Hudson's Bay trading post, afterwards called West Lynn. Some of our early settlers had to go all the way to Winnipeg to get lumber Very soon the demand created a market for lumber at the trading post so that those coming later could get all the necessary building material at the post When buying groceries the purchaser had also to buy a bandana handkerchief or other piece of cloth to carry his purchases home as there was no paper bags available Sugar cost 25 cents a pound, tea $1.00 a pound and coal oil $1.00 per gallon.

The plough, being the only farm implement obtainable, these capable, energetic men made their sleighs and harrows out of material procured from the bush It has been reliably recorded that Hugh Copeland could chop and pile three and one half cords of oak in one day Allen Dillabough attributed his success to sowing his crop at the earliest possible moment when, as he put it the harrows scraped the frost, thus getting it off early in the fall ready for the first market. The only market for the first grain was at Pembina where it was loaded on flat boats and taken south Wm McClelland's first crop yielded well and weighed 64 lbs to the bushel for which he obtained 45 cents a bushel in Pembina

Disaster visited the new community when in 1873, and the two succeeding years a grasshopper plague virtually destroyed everything In 1873 flour could be bought for $2.50 a cwt In 1874 the price soared to $8.00 Potatoes the size of marbles cost $1.00 a bushel, oats & barley $1.50 Three years of practically no crop was a serious handicap for people who were only starting in a new country These people had faith not only in the new country and in themselves, but they had faith also in God. With the coming of the Rev. Daniel McCaul came public worship in the homes. Most of these services were held in the home of Hugh Copeland and in Mr. McCaul's own home. These were held on alternate Sundays with services held in Emerson, this being the beginning of the Baptist church in that place. With him were associated in the work, the Rev. Mr. Pomeroy, who came all the way from Mosquito Creek, near Morris, and Rev. Mr. Edwards the Methodist minister of Emerson, also Rev. Mr. Jukes, Anglican minister of Emerson. These men held services in all the homes going from home to home. The first service held in Lower Aux Marais was conducter by the Rev. Mr. Goldie, who for many years had been a missionary among the Indians. His first service was held at the home of Mr. Sedore. Following him came Rev. Mr. J. Scott, Presbyterian minister Emerson, and the Rev. Mr. Mullin, also Presbyterian preaching in the different homes. All of these men with one exception walked to their various places of worship through all sorts of roads in all kinds of weather. All honor to our pioneer ministers! "Their works do follow them."

In 1878, under the auspices of the Methodist Church, a church was erected near the site of the present one. The money for this church was donated by all the people in the community and the land was given by Mr. Henderson. In this church, services were held every Sunday and in this same building school sessions were started in 1879. Mr. McClelland was appointed to collect funds for payment of a teacher and to buy the necessary equipment. It is interesting to know that in the Emerson International, dated February 15, 1879 the following advertisement appeared, "Teacher wanted for the Marais school district, one with third class certificate. Address Wm. McClelland. The names of three of the teachers have been disentangled from a mass of interwoven memories—Mr. Earl, Mr. Crawford, and Mrs. Gosinell.

In the course of a few years, a school district was organized through the united efforts of Mr. Davis and Mr. McClelland, and the little school, besides the church, served the community as school house and for church services, the school being much warmer than the church. This was sold to Mr. Hugh Copeland, who tore it down and erected a stable out of the material. Educated in this school, men & women have gone out to fill positions of honor and trust, to whom the little old school is ever a sacred memory, and who all regretted its being destroyed by fire some years ago.

It was not long until a municipality was formed ,Mr. Edward Davis being one of the first councillors, in which capacity he served his country for many years.

There were outstanding among the people, a few persons, who figured largely in kindly ministrations, during sickness and want. Mrs. Hugh Copeland was both doctor and nurse, going not only to the homes of English speaking people but entering also the homes of the Mennonites with her helpful services of love. She threw herself with unstinted devotion into the task of helping the sick and suffering. Mr Andrew Irvine went when needed and performed the services of veterinarian relieving suffering among the dumb brutes and saving for his neighbor many a useful and much needed animal.

A great honor and much publicity was given to our community in that Mr Davis grew and sold the first car of wheat shipped from Manitoba to Liverpool. The following is copied from the Winnipeg Free Press of October 23rd 1924. "Mr Davis grew the crop in 1878, which was bought by Duncan Matheson a former factor of Hudson's Bay Company and shipped by him to Liverpool. The arrival of the wheat created quite a stir at Liverpool, the local newspapers of the day recorded that wheat of fine quality coming from the province of Manitoba, Canada was seen on the Liverpool exchange.

Two organizations might also be mentioned here as each played no small part in the building up of a better community life. The following is copied from a letter written by one who once lived here. The first is the Temperance Lodge. Real pioneer work was done by the young people. It was started at Letellier and later moved to Upper Aux Marais. The principles inculcated and the truths that were learned made a lasting impression on the lives in the community."

The second is the Sunday School. Mr J W Whitman effected the first organization, but after that withdrew. Mr James Forrester then took up the work. He was followed by Mr W G Forrester, to whom was given the privilege of building up and maintaining a good Sunday School for many years. His consecrated life will be remembered by many who came under his influence as one of the strong spiritual forces of his time."

The first Roman Catholic Church was built at Saint Pie—the place now being marked by a cross. Rev Father Marcil was the first resident priest. He was followed by Rev Father Jutras. When the railway went through and the town of Letellier sprang up the church building followed. Rev Father Jutras served his people for nearly fifty years. He was interested in all movements for the uplift of the community particularly the temperance movement. The courtesy, the co-operation and the helpful suggestions accorded any who went to him helped in no small way to break down barriers of race and creed and cement into one the two peoples.

Most of the people have gone to their long home, but behind them they have left a heritage. Owen Meridith has said, "No life can be pure in its purpose or strong in its strife, and all life not be purer and stronger thereby."

Their industry, their thrift, their honor stands as a monument in the lives of their descendants.

We look around us today and on every side we see the result of their labors—splendidly built comfortable houses in the midst of waving grain, all in a district second to none in Canada.

Part of an address given by Mrs W G Forrester at the unveiling of the Memorial Tablet in the Marais Hall on July 18th, 1930.

EATON'S
January
Sale
EATON'S
Midsummer
Catalogue
EATON'S
Summer
Sale
EATON'S
Spring
and
Summer
EATON'S
Fall
and
Winter

Signposts

TO SHOPPING SATISFACTION!

EATON'S

Mail Order Catalogues..

 in - - - year out - - - those
your Guides to Thrift buying in
onal, household and farm supp-

ON'S Catalogues bring you
st choice in leading values
 season and every season
'll find that "It Pays To Shop
EATON'S

T. EATON C^{O} LIMITED
IPEG CANADA

History of Emerson

[illegible]
[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

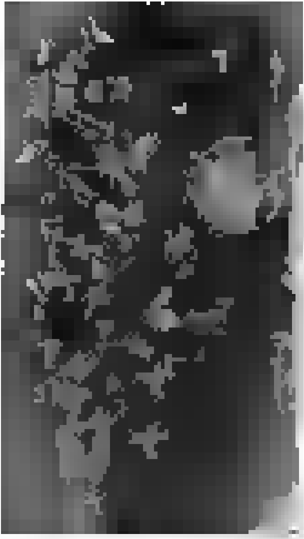
[illegible]

[illegible]

[illegible]

[illegible]

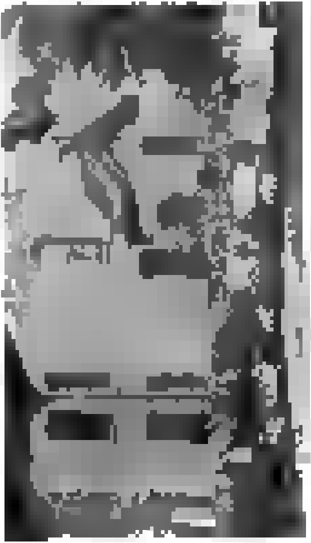
[illegible]

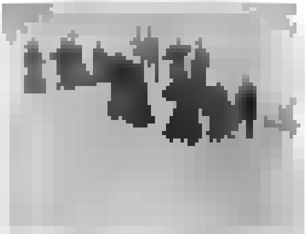


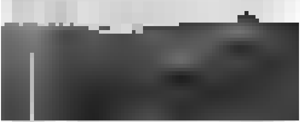
[illegible]

[illegible]

[illegible]







[illegible]

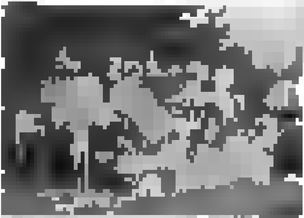
[illegible]

[illegible]

[illegible]

[illegible]

[illegible]



[illegible]

[illegible]

[illegible]

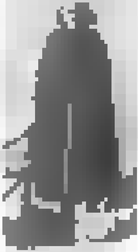
[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

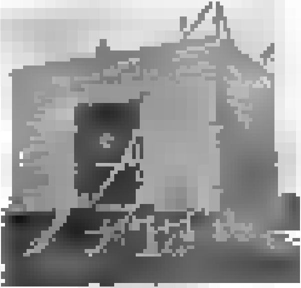


[illegible]

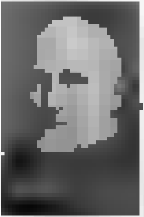
[illegible]

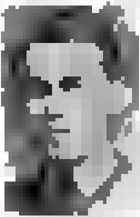
[illegible]

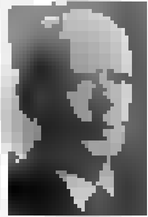
[illegible]



[illegible]



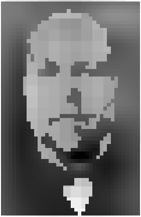


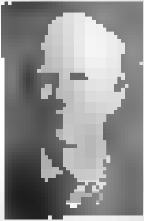


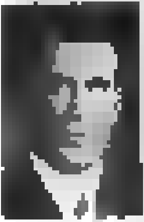
[illegible]

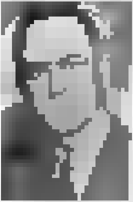
[illegible]

[illegible]









[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

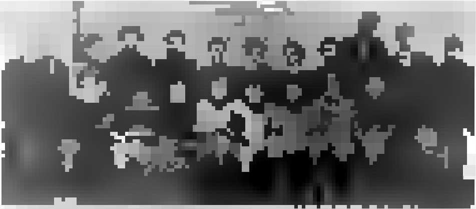
[illegible]

[illegible]

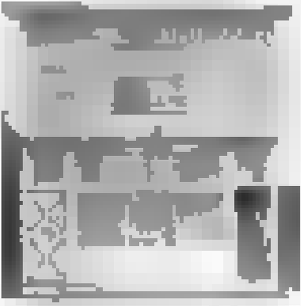
[illegible]

[illegible]

[illegible]



[illegible]



EATON'S
Spring
and
Summer
EATON'S
Fall
and
Winter

Signposts

[illegible]

EATON'S

Mail Order Catalogues

[illegible]

EATON'S